Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

January 12, 2024 at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – JANUARY 12, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS' ROOM – 8:00 A.M

8:00 A. INTRODUCTION

CONSENT AGENDA – **motion & decision requested** to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF DECEMBER 8, 2023 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex & Dean Herrara
6) Air service update – Bill Tomcich

8:25 G. PUBLIC COMMENT PERIOD

8:30 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:35 I. NEW BUSINESS
1) Election of officers of the GVRTA for 2024 – ***motion and decision requested***
2) Review and possible authorization of window art on buses for CB State of Mind – Cole Cooper and Scott Truex **– motion and decision requested**
3) Authorize the Board Chair to sign a contract with Fehr and Peers for consultant services to develop a Strategic Operating and Capital Plan for GVRTA's Commuter Bus Service for an amount not to exceed $82,000 – Scott Truex **– motion and decision requested**

9:00 J. ADJOURNMENT OF REGULAR MEETING

Next meeting – February 16, 2024 at 8:00 a.m. in the Crested Butte Council Room.

All times are approximate – the meeting may move more quickly or more slowly than indicated.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

December 8, 2023

Crested Butte Town Council Meeting Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:01 am

Board members in attendance: Janet Farmer, Jason MacMillan, Laura Puckett Daniels, Steve Morris, Boe Freeburn, Diego Plata, Anna Fenerty. Also present are Scott Truex, Leia Morrison, Bill Tomcich (Air Planners), Dean Herrera (Alpine Express), Danny Bartelli, Landon Ogilvie (Alpine Express) and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF NOVEMBER 3, 2023 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

Jason MacMillan moved to approve the consent agenda, Boe Freeburn seconded the motion.

Motion passed unanimously

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport updated the council on the one canceled flight that occurred due to an icy runway. Rick also updated the council on the new airport restaurant, Bar 76. The delay right now for the restaurant opening is the acquisition of a liquor license permit. The parking fee system at the airport has been initiated. A long-term lot next to the airport is available for a monthly rate. The rate for daily parking is $8, and the monthly rate is $80. Rick also reported that there are new rates and charges to airlines for landing fees.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton (on ZOOM) said he was happy that Mark Reaman of the Crested Butte News published the numbers for the airport in the newspaper. He feels that the message of increased reliability is necessary for our community. He is pleased with the advanced bookings that GUC is experiencing.

5)Bus service update

Scott Truex introduced the staff and management from Alpine Express at the meeting (Danny Bartelli, Landon Ogilvie, and Dean Herrera). Scott reported that the October ridership was up

20%, and November was up 25%. We are now running the 41 round-trip schedule. We are on track to carry 320,000 passengers in 2023, up from 250,000 in 2022. The concrete project is still underway and should be completed this year. For RTA housing, Scott reported that all but two of our housing units are spoken for. We are holding one housing unit for a mechanic, leaving one unit available for a driver.

6)2023 Fall and Winter Air Service Update
Bill Tomcich reiterated that the new procedures and aircraft result in higher load factors due to improved reliability. We ended with an 81.8% load factor in November. Over the next two weeks, we will transition from one flight a day to a second daily from Denver. JSX will return to the market with a five-flight-a-week schedule out of Dallas. America Airlines resumes a twice-daily schedule from DIA. The Houston flight resumes non-stop service on December 21st. JSX is going to run from December 21st to January 7th. American Airlines will run its winter schedule through April 3rd. American will be increasing their available seats by about 16%. Houston service is still a Minimum Revenue Guarantee. In the spring, United decided to extend the ski market by nine days through April 8th and extend the summer schedule. We are looking very strong for advanced bookings, and GUC is pacing over 11.4% of last year. Bill defined revenue and non-revenue fliers for the board.

G. PUBLIC COMMENT PERIOD - None.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Laura Puckett Daniels shared with the board some concerns that have been expressed to her by bus drivers: lack of clarity in the schedule, lack of seniority, and hiccups in operation. Her concern is retention. Landon from Alpine Express spoke to these concerns. He encouraged the board to contact Alpine Express directly or through Scott Truex if/when this kind of feedback comes.

1)Presentation from the Crested Butte Planning Department – Draft Transportation Mobility Plan
Mel Yemma presented a draft of the Crested Butte Mobility Plan. Jason MacMillan commented that there is a real value in having bathrooms at any central hub, so he sees this as an additional challenge to the need for a warm shelter. Laura Puckett Daniels asked about the proposed roundabout at Red Lady. Mel Yemma shared CDOT's and the committee's recommendations.

2) Discussion regarding setting a date for a Board of Directors retreat with the Air Command Committee to discuss air service planning and goals for the next several years
The Air Command Retreat with the Board of Directors will be on March 22nd, following the regularly scheduled board meeting in Gunnison.

3) Purchase of lot at 500 S. 9th Street in Gunnison
Scott Truex reported that the asking price for the property was $350,000 and that the RTA contracted at $320,000. The lot has been surveyed, and it is 50 feet by 140 feet. Scott said that

the RTA will extend the life of its facility by 10-20 years with this purchase, and this purchase will allow us to remain where we are in relation to the current bus maintenance facility. Danny Bartelli agreed that it is an excellent investment and that they can access and park buses there with this added lot.

4) Resolution Number 4, Series 2023 - A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY
Boe Freeburn moved to approve resolution Number 4, Series 2023. Jason MacMillan seconded the motion.
Motion passed unanimously

5) Approval of contract with Gunnison County and Gunnison Valley Health to provide senior transportation in 2024
Discussion ensued regarding the defined service area of the senior transportation service. Scott will follow up with the board on the 3-mile service area.
Anna Fenerty moved to approve the contract with Gunnison County and Gunnison Valley Health. Diego Plata seconded the motion.
Motion passed unanimously

6) Approval of contract with Gunnison County and Mountain Express to provide senior transportation in 2024
Laura Puckett Daniels moved to approve the contract with Gunnison County and Mountain Express to provide senior transportation in 2024. Jason MacMillan seconded the motion.
Motion passed unanimously

7) Amendment of contract with Social Firekeeper, LLC dated January 1, 2023
Diego Plata moved to amend the contract with Social Firekeeper, LLC. Jason MacMillan seconded the motion
The motion passed unanimously.

8) Award of contract for consultant services to develop a Strategic Operating and Capital Plan for GVRTA's Commuter Bus Service
Diego Plata moved to award a contract for up to $85,000 in consultant services to develop a Strategic Operating and Capital Plan for GVRTA's Commuter Bus Service to Fehr and Peers. Boe Freeburn seconded the motion.
The motion passed unanimously.

The meeting adjourned at 9:33 am

November, 2023 - Financial Report:

This report was prepared for the GVRTA Board of Directors on December 30, 2023 with information provided by the County Finance Department and shows posted revenues through October, 2023 and expenditures through November, 2023.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2022 levels)

Month	2020	2021	2022	Budget 2023	Actual 2023	% vs Budget	% Change 22-23	Projected 2023
Jan	$ 313,013	$ 365,491	$ 445,739	$ 452,000	**$ 471,040.98**	4.2%	5.7%	$ 471,041
Feb	$ 315,712	$ 392,187	$ 464,948	$ 472,000	**$ 484,914.34**	2.7%	4.3%	$ 484,914
Mar	$ 245,671	$ 460,733	$ 559,798	$ 568,000	**$ 537,816.40**	-5.3%	-3.9%	$ 537,816
April	$ 205,492	$ 310,227	$ 332,944	$ 338,000	**$ 296,774.37**	-12.2%	-10.9%	$ 296,774
May	$ 233,927	$ 347,074	$ 386,830	$ 393,000	**$ 371,560.83**	-5.5%	-3.9%	$ 371,561
June	$ 373,164	$ 539,591	$ 591,654	$ 601,000	**$ 544,420.23**	-9.4%	-8.0%	$ 544,420
July	$ 509,375	$ 635,020	$ 694,821	$ 705,000	**$ 753,805.00**	6.9%	8.5%	$ 753,805
Aug	$ 464,055	$ 555,011	$ 630,918	$ 640,000	**$ 631,166.60**	-1.4%	0.0%	$ 631,167
Sept	$ 472,333	$ 546,497	$ 576,404	$ 555,000	**$ 598,133.54**	7.8%	3.8%	$ 598,134
Oct	$ 364,890	$ 412,742	$ 431,654	$ 419,000	**$ 447,192.25**	6.7%	3.6%	$ 447,192
Nov	$ 296,457	$ 359,587	$ 381,165	$ 365,000				$ 381,165
Dec	$ 426,868	$ 487,011	$ 515,927	$ 494,000				$ 515,927
Year-to-date	**$ 3,497,632**	**$ 4,564,573**	**$ 5,115,710**	**$ 5,143,000**	**$ 5,136,824.54**	**-0.1%**	**0.4%**	
Full Year	**$ 4,220,957**	**$ 5,411,171**	**$ 6,012,802**	**$ 6,002,000**		**0.5%**	**0.4%**	**$ 6,033,916**

Gunnison Valley Transportation Authority Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 5,136,824.54**	**$ 6,002,000**	**$ 31,916**	**$ 6,033,916**
(Future months are projected flat to 2022 levels)				
Sales Tax to General Fund	$ 2,766,824.54	$ 3,232,000	$ 431,916	$ 3,663,916
Sales Tax to Capital Fund	$ 1,550,000.00	$ 1,350,000	$ 200,000	$ 1,550,000
Sales Tax to Air Command Fund	$ 400,000.00	$ 1,000,000	$ (600,000)	$ 400,000
Sales Tax to Senior Transportation Fund	$ 420,000.00	$ 420,000	$ -	$ 420,000
	$ 5,136,824.54	**$ 6,002,000**	**$ 31,916**	**$ 6,033,916**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,541,924	$ 1,415,484	$ 126,440	$ 1,541,924
Revenues				
Sales Tax Revenues	$ 2,766,824.54	$ 3,232,000	$ 431,916	$ 3,663,916
Sales Tax - Clerk	$ 35,678.63	$ 30,000	$ 9,000	$ 39,000
Interest Charges	$ 1,967.67	$ 2,000	$ 200	$ 2,200
Other Fines	$ 10,291.96	$ 10,000	$ 2,000	$ 12,000
Rental Income	$ 65,435.30	$ 80,000	$ (7,479)	$ 72,521
Earnings on Investments	$ 110,387.13	$ 25,000	$ 93,000	$ 118,000
5311 A & O FTA 5311 Admin. & Operating Grant	$ 242,618.00	$ 242,618	$ -	$ 242,618
Total Revenues	$ 3,233,203.23	$ 3,621,618	$ 528,637	$ 4,150,255
Expenditures:				
Postage	$ 9.65	$ 100	$ (90)	$ 10
Supplies & Equipment Under $4,000	$ 3,732.07	$ 4,000	$ (268)	$ 3,732
Building Repair and Maintenance	$ 17,180.62	$ 30,000	$ (11,376)	$ 18,624
Travel - Transportation	$ 272.48	$ 8,000	$ (7,728)	$ 272
Travel - Meals	$ 279.13	$ 6,000	$ (5,721)	$ 279
Travel - Lodging	$ 527.77	$ 6,000	$ (5,472)	$ 528
Legal Services	$ 5,236.35	$ 8,000	$ (2,414)	$ 5,586
Contracted Temporary Help - Marcy & RAE	$ 750.00	$ 12,000	$ (11,250)	$ 750
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 60,700.16	$ 62,000	$ (25)	$ 61,975
Management Services - TMS	$ 93,600.00	$ 93,600	$ -	$ 93,600
Meetings - Registrations	$ 275.00	$ 2,000	$ (1,725)	$ 275
State Fees	$ 20,272.04	$ 34,000	$ (7,000)	$ 27,000
County Treasurer's Fees	$ 82,560.17	$ 65,000	$ 24,592	$ 89,592
Late Night Taxi Donation	$ 22,105.23	$ 30,000	$ (7,895)	$ 22,105
Advertising, Notices, & Website	$ 8,215.36	$ 20,000	$ (11,738)	$ 8,262
Dues & Memberships	$ 18,920.66	$ 20,000	$ (1,080)	$ 18,920
Auditing	$ 6,660.00	$ 8,500	$ (1,840)	$ 6,660
Insurance & Bonds	$ 16,228.68	$ 18,000	$ (1,408)	$ 16,592
Utilities	$ 10,069.72	$ 14,400	$ (3,514)	$ 10,886
Investment Commissions/Fees	$ -	$ 100	$ (100)	$ -
Transfer to County General Fund (Finance Dept.)	$ 11,475.75	$ 12,660	$ (141)	$ 12,519
5311 - A Management Services - TMS	$ 93,600.00	$ 93,600	$ -	$ 93,600
5311 - O Diesel Fuel	$ 107,386.50	$ 125,000	$ (8,577)	$ 116,423
5311 - O CNG Fuel	$ 303,117.10	$ 415,000	$ (76,000)	$ 339,000
5311 - O Repair & Maintenance - Vehicles	$ 421,311.69	$ 500,000	$ (49,039)	$ 450,961
5311 - O Purchased Transportation Services	$ 2,299,699.29	$ 2,525,000	$ 57,962	$ 2,582,962
Total Expenditures	$ 3,604,185.42	$ 4,112,960	$ (131,847)	$ 3,981,113
Ending General Fund Balance	$ 1,170,941	$ 924,142	$ 786,924	$ 1,711,066

Report shows posted revenues through October and expenditures through November.

Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 2,739,383	$ 2,674,625	$ 64,758	$ 2,739,383
Revenues:				
Sales Tax Revenues	$ 1,550,000.00	$ 1,350,000	$ 200,000	$ 1,550,000
Refund of Expenditures (Fading West Deposit)	$ 380,000.00	$ -	$ 380,000	$ 380,000
SB 267 State Capital Grant (facility)	$ -	$ -	$ -	$ -
5339 - c Federal Capital Grant (bus)	$ 1,460,000.00	$ 1,236,800	$ 223,200	$ 1,460,000
Total Revenues	$ 3,390,000.00	$ 2,586,800	$ 803,200	$ 3,390,000
Expenditures:				
5339 - c Bus Purchase	$ 1,542,600.64	$ 1,545,000	$ (2,399)	$ 1,542,601
SB 267 Storage Facility Construction	$ 1,212,363.52	$ 1,240,000	$ 85,000	$ 1,325,000
Housing/Land Purchases	$ 1,569,240.83	$ 1,900,000	$ (330,759)	$ 1,569,241
Capital Improvements	$ 309,350.97	$ 570,000	$ (85,000)	$ 485,000
Total Expenditures	$ 4,633,555.96	$ 5,255,000	$ (333,158)	$ 4,921,842
Ending Fund Balance	$ 1,495,827	$ 6,425	$ 1,201,116	$ 1,207,541
Report shows posted revenues through October and expenditures through November.				
Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.				

GVRTA Air Command Fund Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 2,149,854	$ 2,148,977	$ 877	$ 2,149,854
Revenues:				
Sales Tax Revenues	$ 400,000.00	$ 1,000,000	$ (600,000)	$ 400,000
Refund from JSX for winter 22-23	$ 103,500.00	$ -	$ 103,500	$ 103,500
SCASD Grant	$ -	$ 200,000	$ (200,000)	$ -
Total Revenues	$ 503,500.00	$ 1,200,000	$ (696,500)	$ 503,500
Expenditures:				
Airline Guarantees - Winter	$ 311,889.00	$ 781,000	$ (469,111)	$ 311,889
Professional Services -Airplanners & RRC	$ 98,718.65	$ 102,000	$ (2,700)	$ 99,300
Payment to Airport for Airline Mechanic Subsidy	$ 42,000.00	$ 36,000	$ 6,000	$ 42,000
Airline Guarantees - Summer	$ -	$ 700,000	$ (700,000)	$ -
Total Expenditures	$ 452,607.65	$ 1,619,000	$ (1,165,811)	$ 453,189
Ending Fund Balance	$ 2,200,746	$ 1,729,977	$ 470,188	$ 2,200,165
Report shows posted revenues through October and expenditures through November.				
Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.				

GVRTA Senior Transportation Fund Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 371,262	$ 367,010	$ 4,252	$ 371,262
Revenues:				
Sales Tax Revenues	$ 420,000.00	$ 420,000	$ -	$ 420,000
Total Revenues	$ 420,000.00	$ 420,000	$ -	$ 420,000
Expenditures:				
Capital Expenses	$ -	$ 120,000	$ (120,000)	$ -
Contracted Services	$ 318,527.19	$ 355,000	$ (1,127)	$ 353,873
Total Expenditures	$ 318,527.19	$ 475,000	$ (121,127)	$ 353,873
Ending Fund Balance	$ 472,735	$ 312,010	$ 125,379	$ 437,389
Report shows posted revenues through October and expenditures through November.				
Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.				

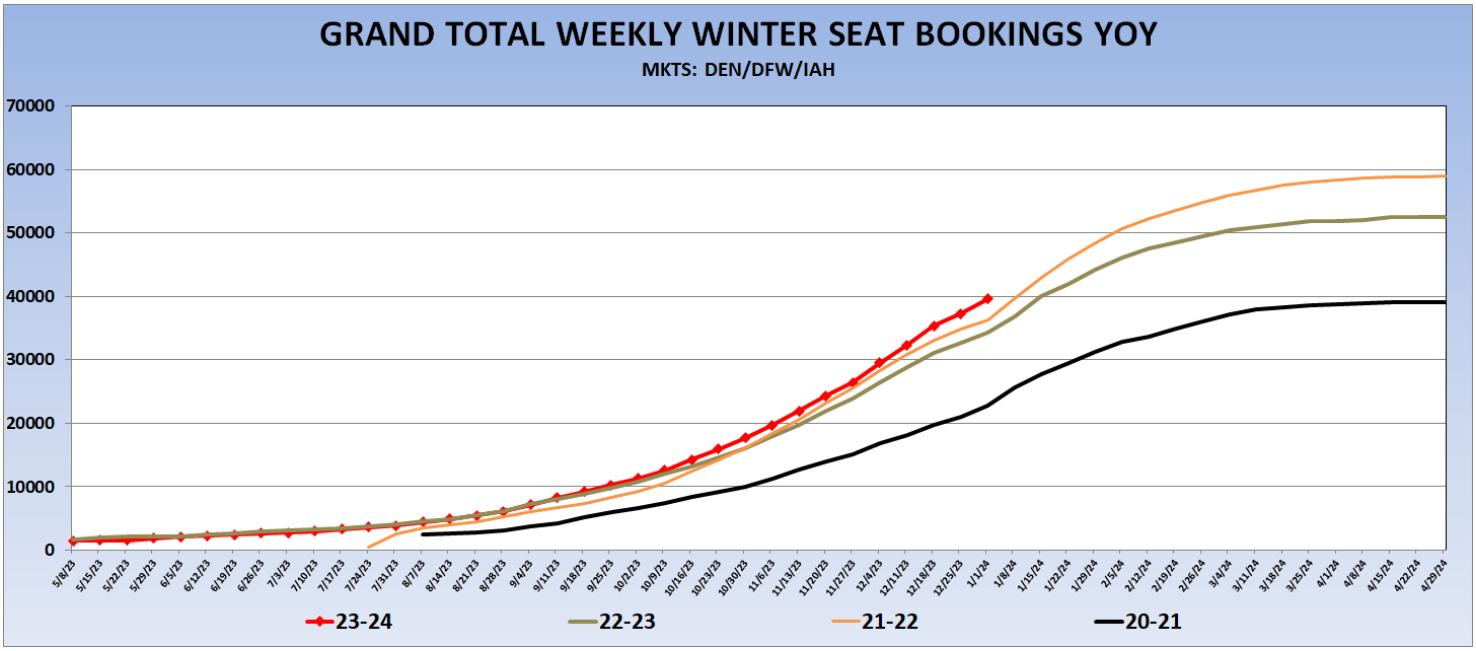
Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - November, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 6,802,423	$ 6,606,096	$ 196,327	$ 6,802,423
Revenues:	$ 7,546,703	$ 7,828,418	$ 635,337	$ 8,463,755
Expenditures:	$ 9,008,876	$ 11,461,960	$ (1,751,943)	$ 9,710,017
Ending Fund Balance	$ 5,340,250	$ 2,972,554	$ 2,583,607	$ 5,556,161
Report shows posted revenues through October and expenditures through November.				
Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.				

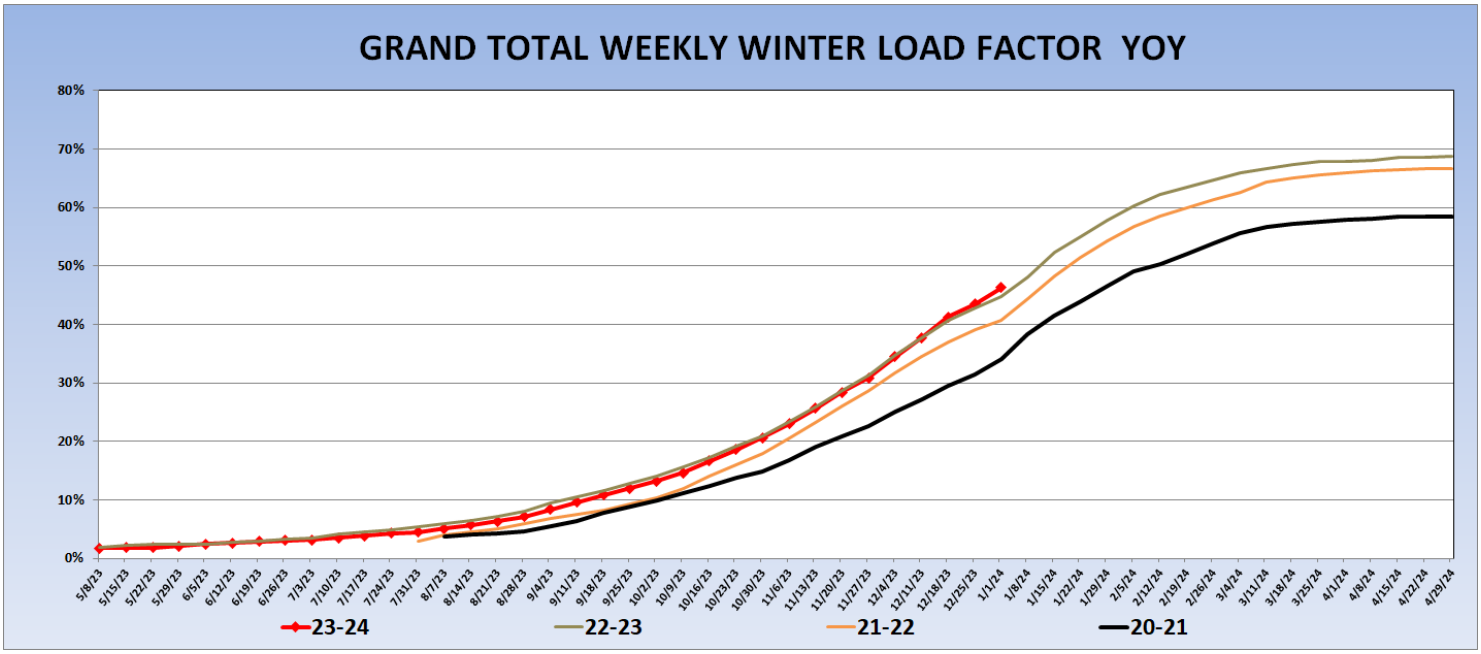
GVRTA Summary of all Funds Financial Report - November, 2023 Fund Balances	2023 Actual Beginning Balance	YTD Current Balances	2023 Adopted Budget Ending Balance	Revisions	2023 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,541,924	$ 1,170,941	$ 924,142	$ 786,924	$ 1,711,066
Capital Reserve Fund Balance	$ 2,739,383	$ 1,495,827	$ 6,425	$ 1,201,116	$ 1,207,541
Air Command Fund Balance	$ 2,149,854	$ 2,200,746	$ 1,729,977	$ 470,188	$ 2,200,165
Senior Transportation Fund Balance	$ 371,262	$ 472,735	$ 312,010	$ 125,379	$ 437,389
Total Fund Balance	$ 6,802,423	$ 5,340,250	$ 2,972,554	$ 2,583,607	$ 5,556,161
Report shows posted revenues through October and expenditures through November.					
Report prepared by Scott Truex with information from the County Finance department on December 30, 2023.					

Air Program Reports – Winter, 2023-24 as of 1/1/24

All Flights – Total Seats Sold vs. previous three years



All Flights – Total Load Factor vs. previous three years



Bus program reports – December, 2023

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route	2023							2022			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	40,983	2,123	2,443	70,910	31	19.3	1,322.0	26,533	12.3	855.9	**14,450**	**54.5%**
February	38,202	1,951	2,198	65,189	28	19.6	1,364.4	27,282	14.0	974.4	**10,920**	**40.0%**
March	41,003	2,140	2,451	71,604	31	19.2	1,322.7	31,026	14.4	1,000.8	**9,977**	**32.2%**
April	16,010	1,702	1,926	57,296	30	9.4	533.7	11,469	9.4	382.3	**4,541**	**39.6%**
May	15,315	1,730	1,968	57,934	31	8.9	494.0	11,549	9.8	372.5	**3,766**	**32.6%**
June	21,130	1,674	1,906	55,188	30	12.6	704.3	16,952	14.9	565.1	**4,178**	**24.6%**
July	26,599	1,730	1,961	57,652	31	15.4	858.0	20,315	17.4	655.3	**6,284**	**30.9%**
August	24,036	1,726	1,991	57,653	31	13.9	775.4	18,527	15.7	597.6	**5,509**	**29.7%**
September	20,901	1,659	1,878	55,558	30	12.6	696.7	17,473	15.4	582.4	**3,428**	**19.6%**
October	18,086	1,735	1,997	58,293	31	10.4	583.4	14,393	12.2	464.3	**3,693**	**25.7%**
November	21,229	1,900	2,159	63,637	30	11.2	707.6	15,761	11.3	525.4	**5,468**	**34.7%**
December	44,198	2,513	3,009	83,524	31	17.6	1,425.7	38,665	17.9	1,247.3	**5,533**	**14.3%**
Total	**327,692**	**22,583**	**25,887**	**754,438**	**365**	**14.5**	**897.8**	**249,945**	**13.9**	**684.8**	**77,747**	**31.1%**

Passengers by Stop – Winter 2023-24

2023-2024 Winter RTA Bus Boardings by Bus Stop	Northbound																			
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
November	9	361	73	320	423	394	487	329	337	516	121	144	134	469	128	26	26	40	180	4,380
December	31	1,614	586	1,491	2,182	2,213	3,523	1,581	1,713	2,565	551	897	889	2,604	502	101	134	279	1,317	24,240
January																				-
February																				-
March																				-
April																				-
Total	**40**	**1,975**	**659**	**1,811**	**2,605**	**2,607**	**4,010**	**1,910**	**2,050**	**3,081**	**672**	**1,041**	**1,023**	**3,073**	**630**	**127**	**160**	**319**	**1,497**	**28,620**
Avg / Day		**49.4**	**16.5**	**45.3**	**65.1**	**65.2**	**100.3**	**47.8**	**51.3**	**77.0**	**16.8**	**26.0**	**25.6**	**76.8**	**15.8**	**3.2**	**4.0**	**8.0**	**37.4**	**715.5**

2023-2024 Winter RTA Bus Boardings by Bus Stop	Southbound												
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
November	9	1,923	1,165	12	33	37	108	429	74	21	103	51	3,527
December	31	10,742	6,854	94	111	209	601	2,428	429	111	376	431	19,958
January													-
February													-
March													-
April													-
Total	**40**	**#####**	**8,019**	**106**	**144**	**246**	**709**	**2,857**	**503**	**132**	**479**	**482**	**23,485**
Avg / Day		**316.6**	**200.5**	**2.7**	**3.6**	**6.2**	**17.7**	**71.4**	**12.6**	**3.3**	**12.0**	**12.1**	**587.1**

Passenger Boardings by Time – Winter 2023-24

Northbound

Gunnison Valley RTA Passengers by Time - Winter 2023-4							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	56	382					438
5:51 AM	80	686					766
6:21 AM	89	591					680
6:36 AM	118	631					749
6:51 AM	175	860					1,035
7:06 AM	167	1149					1,316
7:26 AM	229	1404					1,633
7:56 AM	212	1384					1,596
8:26 AM	141	884					1,025
8:41 AM	172	630					802
8:56 AM	136	688					824
9:11 AM	139	734					873
9:31 AM	180	813					993
10:01 AM	185	939					1,124
10:31 AM	155	950					1,105
11:01 AM	179	967					1,146
11:36 AM	186	805					991
12:06 PM	156	701					857
12:36 PM	108	670					778
12:51 PM	111	381					492
1:21 PM	75	438					513
1:41 PM	68	388					456
2:11 PM	104	500					604
2:26 PM	96	409					505
2:56 PM	108	589					697
3:11 PM	63	326					389
3:26 PM	66	443					509
3:46 PM	97	582					679
4:16 PM	105	506					611
4:31 PM	66	410					476
5:01 PM	90	462					552
5:31 PM	74	416					490
6:01 PM	95	403					498
6:36 PM	49	296					345
7:06 PM	63	461					524
7:36 PM	50	333					383
8:06 PM	43	264					307
8:41 PM	19	254					273
9:11 PM	38	224					262
9:41 PM	17	99					116
10:11 PM	20	188					208
Total	4,380	24,240	0	0	0	0	28,620

Average Riders per Bus - Winter 2023-24							
	Northbound						
	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	6.2	12.3					11.0
5:51 AM	8.9	22.1					19.2
6:21 AM	9.9	19.1					17.0
6:36 AM	13.1	20.4					18.7
6:51 AM	19.4	27.7					25.9
7:06 AM	18.6	37.1					32.9
7:26 AM	25.4	45.3					40.8
7:56 AM	23.6	44.6					39.9
8:26 AM	15.7	28.5					25.6
8:41 AM	19.1	20.3					20.1
8:56 AM	15.1	22.2					20.6
9:11 AM	15.4	23.7					21.8
9:31 AM	20.0	26.2					24.8
10:01 AM	20.6	30.3					28.1
10:31 AM	17.2	30.6					27.6
11:01 AM	19.9	31.2					28.7
11:36 AM	20.7	26.0					24.8
12:06 PM	17.3	22.6					21.4
12:36 PM	12.0	21.6					19.5
12:51 PM	12.3	12.3					12.3
1:21 PM	8.3	14.1					12.8
1:41 PM	7.6	12.5					11.4
2:11 PM	11.6	16.1					15.1
2:26 PM	10.7	13.2					12.6
2:56 PM	12.0	19.0					17.4
3:11 PM	7.0	10.5					9.7
3:26 PM	7.3	14.3					12.7
3:46 PM	10.8	18.8					17.0
4:16 PM	11.7	16.3					15.3
4:31 PM	7.3	13.2					11.9
5:01 PM	10.0	14.9					13.8
5:31 PM	8.2	13.4					12.3
6:01 PM	10.6	13.0					12.5
6:36 PM	5.4	9.5					8.6
7:06 PM	7.0	14.9					13.1
7:36 PM	5.6	10.7					9.6
8:06 PM	4.8	8.5					7.7
8:41 PM	2.1	8.2					6.8
9:11 PM	4.2	7.2					6.6
9:41 PM	1.9	3.2					2.9
10:11 PM	2.2	6.1					5.2
Total	11.9	19.1					17.5

Passenger Boardings by Time – Winter 2023-24

Southbound

Gunnison Valley RTA Passengers by Time - Winter 2023-4							
Departing	Southbound						
Mt. CB	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	31	178					209
7:10 AM	38	230					268
7:40 AM	35	151					186
7:55 AM	15	97					112
8:10 AM	27	57					84
8:25 AM	24	122					146
8:45 AM	29	141					170
9:15 AM	17	144					161
9:45 AM	28	125					153
10:00 AM	30	132					162
10:15 AM	30	108					138
10:30 AM	34	154					188
10:50 AM	37	190					227
11:20 AM	82	362					444
11:50 AM	80	447					527
12:20 PM	102	388					490
12:55 PM	99	510					609
1:25 PM	128	598					726
1:55 PM	87	672					759
2:10 PM	107	406					513
2:40 PM	141	731					872
3:00 PM	118	758					876
3:30 PM	213	998					1,211
3:45 PM	163	914					1,077
4:15 PM	330	1555					1,885
4:30 PM	183	1059					1,242
4:45 PM	157	915					1,072
5:05 PM	241	1275					1,516
5:35 PM	189	1021					1,210
5:50 PM	94	679					773
6:20 PM	104	739					843
6:50 PM	51	389					440
7:20 PM	51	409					460
7:55 PM	52	338					390
8:25 PM	91	503					594
8:55 PM	49	362					411
9:25 PM	76	498					574
10:00 PM	58	455					513
10:30 PM	42	446					488
11:00 PM	31	314					345
11:30 PM	33	388					421
Total	**3,527**	**19,958**	**0**	**0**	**0**	**0**	**23,485**
Overall Total	**7,907**	**44,198**	**-**	**-**	**-**	**-**	**52,105**

Average Riders per Bus - Winter 2023-24							
	Southbound						
	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	3.4	5.7					5.2
7:10 AM	4.2	7.4					6.7
7:40 AM	3.9	4.9					4.7
7:55 AM	1.7	3.1					2.8
8:10 AM	3.0	1.8					2.1
8:25 AM	2.7	3.9					3.7
8:45 AM	3.2	4.5					4.3
9:15 AM	1.9	4.6					4.0
9:45 AM	3.1	4.0					3.8
10:00 AM	3.3	4.3					4.1
10:15 AM	3.3	3.5					3.5
10:30 AM	3.8	5.0					4.7
10:50 AM	4.1	6.1					5.7
11:20 AM	9.1	11.7					11.1
11:50 AM	8.9	14.4					13.2
12:20 PM	11.3	12.5					12.3
12:55 PM	11.0	16.5					15.2
1:25 PM	14.2	19.3					18.2
1:55 PM	9.7	21.7					19.0
2:10 PM	11.9	13.1					12.8
2:40 PM	15.7	23.6					21.8
3:00 PM	13.1	24.5					21.9
3:30 PM	23.7	32.2					30.3
3:45 PM	18.1	29.5					26.9
4:15 PM	36.7	50.2					47.1
4:30 PM	20.3	34.2					31.1
4:45 PM	17.4	29.5					26.8
5:05 PM	26.8	41.1					37.9
5:35 PM	21.0	32.9					30.3
5:50 PM	10.4	21.9					19.3
6:20 PM	11.6	23.8					21.1
6:50 PM	5.7	12.5					11.0
7:20 PM	5.7	13.2					11.5
7:55 PM	5.8	10.9					9.8
8:25 PM	10.1	16.2					14.9
8:55 PM	5.4	11.7					10.3
9:25 PM	8.4	16.1					14.4
10:00 PM	6.4	14.7					12.8
10:30 PM	4.7	14.4					12.2
11:00 PM	3.4	10.1					8.6
11:30 PM	3.7	12.5					10.5
Total	**9.6**	**15.7**					**14.3**
Overall Total	**10.7**	**17.4**					**15.9**

Winter 2023-24 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	96.4%	97.8%	98.6%	0.0%	1.4%
December	31	1,271	1,256	94.6%	98.0%	98.3%	1.1%	0.6%
January								
February								
March								
April								
Total	**40**	**1,640**	**1,620**	**95.0%**	**98.0%**	**98.4%**	**0.9%**	**0.7%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	97.3%	99.5%	99.5%	0.0%	0.5%
December	31	1,271	1,257	92.6%	97.8%	99.0%	0.3%	0.7%
January								
February								
March								
April								
Total	**40**	**1,640**	**1,621**	**93.6%**	**98.1%**	**99.1%**	**0.2%**	**0.7%**

Average:	**94.3%**	**98.1%**	**98.7%**	**0.6%**	**0.7%**

Late/Missed Runs & Incidents –December, 2023

December 1-31, 2023

Date	Late run	Missed Runs	Reason/Incident
12/2	N/A	N/A	MISSED CBS ON 7:26 AM NB-FULL BUS//MISSED MT CB ON 8:45 AM SB
12/3	4:16 PM NB	N/A	MISSED CBS ON 7:56 AM NB-FULL BUS//4:16 PM NB LATE-MALFUNCTION ON ADA LIFT ON PRETRIP?? 10 MINS LATE//ADA ON 5:50 PM SB
12/4	N/A	10:15 AM SB	MISSED 10:15 AM SB-BROKE DOWN//5:50 PM SB-BROKE DOWN CBS
12/9	6:51 AM NB	N/A	ABOUT 10 MINS LATE ON 6:51 AM NB-TRAFFIC 35 MPH ON HWY 135
12/14	N/A	10:50 AM SB	9:31 AM NB BROKE DOWN CBS-DRVR ON 10:01 NB PU PAX//ADA ON 1:25 PM SB PLUS DOG
12/17	N/A	5:51 AM NB & 7:10 AM SB	DRVR MISREAD SCHEDULE
12/19	N/A	N/A	DRUNKEN FIST FIGHTS ON 11:30 PM SB
12/21	7:06 PM NB	N/A	@15 MINS LATE-HAD TO SWITCH BUSES TWO TIMES
12/21	5:51 AM NB/7:56 AM NB/10:31 AM NB	N/A	SNOWPLOWS AND BANDAID/FIRST AID ALL THREE RTS @ 10 MINS LATE
12/23	5:01 PM NB/7:36 PM NB/9:41 PM NB	N/A	INCLIMATE WEATHER-ALL THREE RTS @ 10 MINS LATE
12/24	N/A	4:16 PM NB & 5:35 PM SB	NO AVAILABLE DRIVERS
12/24	N/A	7:36 PM NB & 8:55 PM SB	NO AVAILABLE DRIVERS
12/24	N/A	8:41 PM NB & 10:00 PM SB	NO AVAILABLE DRIVERS
12/24	N/A	9:31 PM NB & 11:00 PM SB	NO AVAILABLE DRIVERS
12/25	N/A	6:36 AM NB & 7:55 AM SB	NO AVAILABLE DRIVERS
12/25	N/A	8:41 AM NB & 10:00 AM SB	NO AVAILABLE DRIVERS
12/25	N/A	12:51 PM NB & 2:10 PM SB	NO AVAILABLE DRIVERS
12/25	N/A	2:56 PM & 4:15 PM SB	NO AVAILABLE DRIVERS
12/27	N/A	6:36 PM NB & 7:55 PM SB	NO AVAILABLE DRIVERS
12/27	N/A	8:41 PM & 10:00 PM	NO AVAILABLE DRIVERS
12/28	N/A	6:36 PM NB & 7:55 PM SB	NO AVAILABLE DRIVERS
12/28	N/A	8:41 PM NB & 10:00 PM SB	NO AVAILABLE DRIVERS
12/31	N/A	11:00 PM SB	BUS BROKE DOWN MISSED RUN

GVRTA 2023 Emissions Analysis – Through November

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2023	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	146	7,988	7,842	0.191	23,694	0.578
February	38,202	1,951	11,018	3,389	107,500	493,820	386,320	10.113	163	7,446	7,283	0.191	21,896	0.573
March	41,003	2,140	13,495	2,103	110,812	530,027	419,216	10.224	108	7,991	7,884	0.192	26,816	0.654
April	16,010	1,702	8,636	2,720	84,901	206,954	122,053	7.624	130	3,120	2,990	0.187	17,162	1.072
May	15,315	1,730	9,081	2,948	90,172	197,970	107,798	7.039	141	2,985	2,844	0.186	18,045	1.178
June	21,130	1,674	10,666	1,788	88,863	273,138	184,275	8.721	91	4,118	4,027	0.191	21,194	1.003
July	26,599	1,730	12,006	1,617	95,999	343,833	247,834	9.317	85	5,184	5,100	0.192	23,858	0.897
August	24,036	1,726	10,891	1,679	89,247	310,702	221,456	9.213	86	4,685	4,598	0.191	21,642	0.900
September	20,901	1,659	10,056	2,017	87,158	270,178	183,019	8.756	100	4,074	3,973	0.190	19,984	0.956
October	18,086	1,735	11,182	1,639	90,768	233,790	143,021	7.908	85	3,525	3,440	0.190	22,221	1.229
November	21,229	1,900	13,182	1,222	99,772	274,418	174,645	8.227	68	4,138	4,069	0.192	26,195	1.234
December														
Total	**283,494**	**20,070**	**122,135**	**24,120**	**1,054,685**	**3,664,598**	**2,609,913**	**9.206**	**1,202**	**55,253**	**54,051**	**0.191**	**242,707**	**0.856**

Automobile emissions vs. GVRTA bus emissions:

4.07 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.26 average GVRTA bus trips.

The RTA averaged 14.5 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately	52.550	Kg of CO2 emissions and	0.0599	Kg of NOx emissions.
Each one-way trip by automobile creates aproximately	12.927	Kg of CO2 emissions and	0.1950	Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2023 Miles per Bus:

Miles / Bus 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817	-	-	4,874	70,481	70,910
February	9,478	11,125	6,475	16,604	5,546	1,375	5,862	8,605	-	-	2,076	67,146	65,189
March	9,986	4,409	9,704	9,041	9,678	9,670	7,726	9,450	-	-	1,684	71,348	71,604
April	9,433	8,869	6,018	5,627	6,053	5,316	7,640	6,043	-	-	2,016	57,015	57,296
May	7,188	10,176	7,353	6,521	7,786	4,181	7,605	5,658	-	-	2,368	58,836	57,934
June	2,143	9,196	6,084	6,626	6,198	5,435	6,088	2,453	6,135	4,991	1,774	57,123	55,188
July	5,621	8,281	3,820	5,469	3,290	7,767	8,443	5,492	7,904	7,021	462	63,570	57,652
August	2,475	2,983	5,369	3,229	5,163	4,900	7,913	2,880	8,239	7,378	2,572	53,101	57,653
September	8,264	5,402	2,438	3,793	6,333	6,288	6,051	6,001	6,099	5,102	1,370	57,141	55,558
October	2,028	7,127	747	4,961	6,513	6,077	5,756	7,218	7,546	7,730	3,407	59,110	58,293
November	0	7,890	5,233	6,060	7,327	8,476	7,349	7,015	5,689	7,784	1,856	64,679	63,637
December	7,735	8,781	3,077	8,806	9,156	8,190	8,733	8,658	8,622	9,920	7,167	88,845	83,524
Total	**70,138**	**95,275**	**63,935**	**85,180**	**81,388**	**76,124**	**85,279**	**79,290**	**50,234**	**49,926**	**31,626**	**768,395**	**754,438**

2023 Repairs per Bus:

Repairs / Bus 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 6,558	$ 430	$ 17,452	$ 3,370	$ 692	$ 1,328	$ 143	$ 929			$ 29,548	$ 60,450
February	$ 1,026	$ 1,259	$ 2,441	$ 1,016	$ 595	$ 1,148	$ 369	$ 1,060			$ 21,589	$ 30,503
March	$ 918	$ 1,192	$ 4,708	$ -	$ 4,780	$ 60	$ 15,518	$ 380			$ 18,548	$ 46,104
April	$ 1,153	$ 1,116	$ 2,780	$ 764	$ 1,294	$ 1,115	$ 359	$ 631			$ 30,307	$ 39,519
May	$ 2,775	$ 1,120	$ 1,378	$ 2,470	$ 997	$ 3,191	$ 4,213	$ 1,841			$ 29,975	$ 47,960
June	$ 1,313	$ 1,804	$ 947	$ 487	$ 631	$ 7,812	$ 825	$ 43			$ 13,519	$ 27,381
July	$ 2,364	$ 108	$ 930	$ 2,552	$ 2,573	$ 631	$ 774				$ 7,444	$ 17,376
August	$ 4,134	$ 346	$ 2,825	$ 931	$ 12,050	$ 3,571	$ (12,915)	$ 30	$ -	$ 631	$ 28,197	$ 39,800
September	$ 632	$ 3,076	$ 2,123	$ 1,610	$ 3,112	$ 2,984	$ 1,608	$ 108	$ 430	$ -	$ 26,683	$ 42,366
October	$ 3,675	$ 1,414	$ 2,649	$ 3,223	$ -	$ 1,347	$ 367	$ 907	$ 631	$ 1,623	$ 20,114	$ 35,950
November	$ -	$ 671	$ 857	$ 2,109	$ 1,049	$ 746	$ 287	$ 1,218	$ 1,705	$ 265	$ 24,946	$ 33,853
December	$ 2,789	$ 794	$ 3,957	$ 688	$ 1,496	$ 1,427	$ 924	$ 301	$ 959	$ 859	$ 15,455	$ 29,649
Total	**$ 27,337**	**$ 13,330**	**$ 43,047**	**$ 19,220**	**$ 29,269**	**$ 25,360**	**$ 12,472**	**$ 7,448**	**$ 3,725**	**$ 3,378**	**$ 266,325**	**$ 450,911**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2023

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	937	240	1,177	3,424	3,989	7,413	$ 18,197	$ 7,801	$ 25,998
February	948	253	1,201	3,465	2,854	6,319	$ 20,970	$ 7,594	$ 28,564
March	1,034	155	1,189	3,241	2,953	6,194	$ 22,494	$ 5,838	$ 28,332
April	1,090	337	1,427	3,547	4,167	7,714	$ 23,384	$ 7,111	$ 30,495
May	927	270	1,197	3,137	3,635	6,772	$ 24,928	$ 8,097	$ 33,025
June	819	270	1,089	3,356	3,799	7,155	$ 24,213	$ 7,279	$ 31,492
July	843	275	1,118	3,474	3,608	7,082	$ 17,531	$ 9,054	$ 26,585
August	866	418	1,284	3,024	4,344	7,368	$ 20,983	$ 8,077	$ 29,060
September	850	330	1,180	3,405	4,557	7,962	$ 21,637	$ 8,137	$ 29,774
October	977	261	1,238	3,679	3,966	7,645	$ 23,999	$ 8,160	$ 32,159
November	982	212	1,194	3,070	2,670	5,740	$ 23,041	$ 6,404	$ 29,445
December	1,027	177	1,204	3,399	2,711	6,110	$ 23,658	$ 5,283	$ 28,941
Total	**11,300**	**3,198**	**14,498**	**40,221**	**43,253**	**83,474**	**$ 265,035**	**$ 88,835**	**$ 353,870**

Election of Officers:

The staff requests a motion to appoint officers for 2024.

Current officers:

- Chair: Janet Farmer
- Vice Chair: Vacant (was Jim Miles)
- Secretary: Liz Smith
- Treasurer: Jason MacMillan

The officers are elected by the Board of Directors each January for one-year terms.

It's OK to not be OK.

better. together.

FREE counseling through CB State of Mind



Scan for more info

GRASP

December 21, 2023

Scott Truex, Executive Director
Gunnison Valley Regional Transportation Authority
PO BOX 1911
Crested Butte, CO 81224

Re: Consultant Agreement for GVRTA Commuter Bus Strategic Operating and Capital Plan

Dear Scott:

Fehr & Peers is pleased to present you with its proposed consultant agreement for the GVRTA Commuter Bus Strategic Operating and Capital Plan, along with our scope, travel and project fee, and signed FTA Appendix. Please review and, if GVRTA is in agreement with all its terms and conditions, sign where indicated and return to us one copy of the signed consultant agreement.

Should you have any questions or concerns regarding the proposed consultant agreement, or should you need any additional information from us, please contact me at (720) 539-7239 or via email at m.kaminer@fehrandpeers.com before signing and returning the document.

Please forward all documents to Mikhail Kaminer at Fehr & Peers, 410 17th Street, Ste 1000, Denver, CO 80202.

Sincerely,

FEHR & PEERS

Jason Miller

Principal-in-Charge

Mikhail Kaminer

Mikhail Kaminer

Project Manager

Attachments:
Proposed Consultant Agreement
Scope of Work
Project Timeline
Project Travel and Total Costs

CONSULTANT AGREEMENT

Client: Gunnison Valley Regional Transportation Authority (GVRTA), located at PO BOX 1911, Crested Butte, CO 81224

Consultant: Fehr & Peers, a California corporation, 410 17th Street, Ste 1000, Denver, CO 80202

Project: GVRTA Commuter Bus Strategic Operating and Capital Plan

Effective date of this agreement: 01/12/2024

Attachments:

A	Additional Terms
B	Scope of Work
C	Project Timeline
D	Project Travel and Total Costs

Client and Consultant agree as follows:

1. Consultant's Services

a. This is an agreement between Client and Consultant ("Agreement") for Consultant to provide professional services. Consultant agrees to provide the scope of services described in Attachment A, as well as all work incidental to or necessary for the performance of such services, all in accordance with the terms and conditions contained in this Agreement (the "Work").

b. The Work shall be performed by persons qualified under applicable federal, state and local law to undertake the Work, in accordance with all applicable federal, state and local laws, exercising the same degree of care, skill, and diligence as is ordinarily possessed and exercised by members of their professions, currently practicing, under similar circumstances.

2. Term

The term of the Agreement shall commence on the date it is made as indicated above, and shall continue until December 31, 2024, or until the Work is completed by Consultant if earlier than December 31, 2024, or until this Agreement is terminated under Section 13 below.

3. Data To Be Furnished by Client

All information, data, documents, records and maps with respect to the Project which are available to Client and are reasonably necessary for the performance of the Work ("Client Materials"), shall be furnished to Consultant without charge by Client.

4. Independent Contractor, Not An Agent

a. Consultant acknowledges that it is an independent contractor and that in performing the Work, it is not acting as Client's agent or representative. Consultant agrees that it will employ at its own expense, and will be solely responsible for, all personnel necessary to perform the Work, and that in no event shall such personnel be considered the employees of Client. Consultant assumes full and sole responsibility for the payment of all compensation for, and expenses incurred by, all of its personnel who are engaged in performing any part of the Work, and for all state and federal income tax, unemployment insurance, Social Security, disability insurance, workers' compensation insurance, as well as all other withholdings that may be applicable to the performance of the Work.

b. Except as Client may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of Client in any capacity as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind Client to any obligation, or to make any decision or promise, or to enter into any contract, oral or written, on behalf of Client.

5. Compensation

a. Client shall pay Consultant in accordance to the compensation schedule attached as Attachment B. Such compensation shall be deemed to include overhead and incidental expenses, for which no additional compensation shall be paid by Client.

b. Consultant shall submit invoices to Client monthly, describing in reasonable and understandable detail the services rendered, fee charged, and expenses incurred by Consultant during the previous month.

c. Each of Consultant's monthly invoices shall be paid within thirty days after its submission by Consultant.

d. If payment on any of Consultant's invoices is not received within 60 days, Consultant may, at its sole discretion, and by written notice to Client, elect to stop work until all payments are received. Client agrees to pay all costs, including attorney's fees and court costs, incurred by Consultant to collect on past due invoices.

6. Time of Performance

a. Consultant shall commence, perform, and complete the Work in accordance with the schedule for Consultant's performance described in Attachment C. If any of the project scope, required data, and/or comments to be provided by the Client is delayed, the due dates in this schedule will be extended accordingly.

b. Consultant shall not be responsible for any delay due to factors not within Consultant's reasonable control whether or not such delay is foreseeable.

7. Ownership

a. All of Consultant's electronic and hard-copy records, including all maps, files, reports, drawings, sketches, samples, photographs, film and videos, memoranda, notes, correspondence, emails, and

other documents and communications, draft or final, as well as all of their contents, including all inventions, data, information, ideas, improvements, discoveries, methodologies, models, formats, software, algorithms, software, processes, schematics, programs, procedures, designs, calculations, details, specifications, assumptions, and findings, conclusions, summaries, interpretations of regulations, investigations, and sources of information, and all related information, that are developed, discovered, collected, produced, or created by Consultant and its contractors, vendors, and consultants in the course of its performance of the Work are considered Consultant's Work Product.

b. All parts of the Work Product are instruments of Consultant's service to be used solely within the Project, for the purposes intended by their development, discovery, collection, production, or creation by Consultant under this Agreement, and the Consultant shall be deemed the author and owner of the Work Product, and shall retain all rights, titles, and interests, in the Work Product, including any and all property rights, ownership rights, intellectual property rights, copyrights and moral rights, as well as all rights under all trademarks, service marks, domain names, and trade dress, that arise from the creation of the Work Product. Client shall be permitted to retain copies, including reproducible copies, of the Work Product for information and reference in connection with the Client's use on the Project. Client shall not use, or permit to be used, the Work Product on other projects, or for changes to this Project without the express written consent of the Consultant. Consultant shall not be liable or responsible for any use, reuse, or modification of, or derivation from, any of its Work Product made without Consultant's written consent other than for purposes intended by this Agreement. Submission or distribution of documents to meet official regulatory requirements or for similar purposes in connection with the Project is not to be construed as publication or violation of copyright.

c. Consultant grants Client an irrevocable, non-exclusive, royalty-free, worldwide, right and license in perpetuity to publish, analyze, translate, reproduce, deliver, perform, derive from, display, transfer, and use the Work Product, but solely within the Project, for the purposes intended by its development, discovery, collection, production, or creation by Consultant under this Agreement.

d. Consultant shall not have, and shall not claim, any right, title, or interest, in any Client Materials, other than a non-exclusive license to use such materials, but solely for the particular purpose for which such materials are provided to Consultant.

8. Confidentiality, Data Security

a. Private Data is the privacy and sensitive information of individuals, or any confidential, sensitive, or personal data that alone or in conjunction with other information identifies any individual, including the individual's name, address, license plate information, mobile phone information, license plate information, and any information on the individual's uniquely identifying movements and activities.

b. Notwithstanding any provision in this Agreement, Consultant shall not deliver to Client in any form or medium, nor shall it incorporate into any information, data, document, or work product to be delivered to Client, any Private Data that Consultant may collect or use in performing its services, or that may otherwise be in Consultant's possession or control, and none of such Private Data shall be a work for hire or belong to Client.

c. Consultant agrees to maintain as confidential all information that Client labels in writing as confidential or privileged with a standard of care at least as rigorous as that exercised by Consultant in protecting and maintaining the security of its own proprietary or confidential information.

d. Pursuant to a court order, Consultant may disclose any information that Consultant is obligated to keep confidential, or that Consultant is prohibited from disclosing under this Agreement. However, before seeking any such court order, or immediately upon receiving any court order requiring the disclosure of any such information, Consultant shall notify Client and reasonably cooperate with Client in the event Client seeks any legal protective order.

9. Consultant's Insurance

a. Consultant shall procure and maintain for the term of this Agreement the following insurance coverage at the following limits specified for each.

i. Commercial General Liability Insurance	$ 2 million per occurrence/$ 4 million aggregate
ii. Automobile Liability Insurance	$ 1 million per occurrence
iii. Workers' Compensation Insurance	Per statutory requirements
iv. Employer's Liability Insurance	$ 1 million policy limit
v. Professional Liability Insurance	$ 1 million per claim/$ 2 million aggregate

b. Consultant shall carry excess liability coverage in the amount of $5 million each occurrence / $5 million aggregate to the Commercial General Liability, Automobile Liability, and Employers Liability policies only.

c. Prior to commencing Work under this Agreement, Consultant shall provide Client with a Certificate of Insurance evidencing such coverage and limits, and specifying that the insurer shall give the Client an unqualified thirty day's advance written notice prior to any cancellation of the policy.

10. Non-discrimination in Employment

a. Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, marital status, disability, age, national origin or low income status. Consultant shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, marital status, disability, age, national origin or low income status. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Consultant further agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause.

b. Consultant ensures non-discrimination in all programs and activities and shall comply with the Additional Terms made a part of this Agreement in Attachment D.

11. Notices

Any notice or demand to be given under this Agreement shall be in writing and be deemed given when personally delivered or sent by mail, and addressed to the parties as set forth above or to such other address as either party shall have previously designated by such a notice. Any notice so delivered personally shall be deemed to be received on the date of delivery, and any notice so mailed shall be deemed to be received five days after the date on which it was mailed.

12. Waivers

Waiver of any breach or default hereunder shall not constitute a continuing waiver or a waiver of any subsequent breach either of the same or of another provision of this Agreement. Any provision of this Agreement determined to be unenforceable shall be severed from the Agreement, and the remainder of the Agreement shall be given full force and effect.

13. Termination

Client and Consultant may terminate this Agreement for convenience at any time upon seven days' written notice to the other. Client shall pay Consultant in accordance with the provisions of this Agreement for the part of the Work performed up to the day notice of termination is given.

14. Modification

No waiver, alteration, modification of this Agreement shall be valid unless made in writing and executed by both parties.

15. Interpretation

The provisions of this Agreement shall be interpreted to give effect to their fair meaning and shall be construed as though prepared by both parties.

16. Governing Law

This Agreement shall be governed by the law of the State in which the Project is located, excluding its conflicts of laws provisions.

17. Multiple Counterparts; Electronic Copies; Electronic Signature

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original. Upon execution of such counterparts, all counterparts together shall constitute the entire Agreement. Electronic transmission (e.g., by facsimile or email) of an executed counterpart of this Agreement shall be as effective as delivery of an original executed counterpart. In addition, pursuant to the Electronic Signatures in Global and National Commerce Act and the Uniform Electronic Transaction Act, both parties agree to accept an electronic signature as a valid replacement of an ink and paper signature for all business transactions related to this Agreement.

18. Successors and Assigns

This Agreement shall be binding upon Client and Consultant, their successors and assigns. Neither party shall assign, subcontract, transfer, or otherwise dispose of any interest in this Agreement without the prior written approval of the other, which shall not be unreasonably withheld.

19. Third-party Beneficiaries

This Agreement confers or creates no rights or benefits in anyone other than Client and Consultant, and it has no third-party beneficiaries.

20. Attorneys' Fees

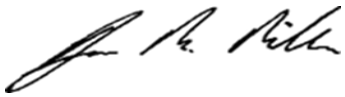
If any party hereto shall bring any suit or action against another for relief, declaratory or otherwise, arising out of this Agreement, the prevailing party shall have and recover against the other party, in addition to all court costs and disbursements, such sum as the court may adjudge to be reasonable attorney's fees and expert witness fees.

21. Entire Agreement

This Agreement sets forth the entire understanding between the parties as to the subject matter of this Agreement and merges all prior discussions, negotiations, letters of understanding or other promises, whether oral or in writing.

"Consultant"
FEHR & PEERS
A California Corporation

Dated: 12/21/2023



By: _____
Jason Miller
Principal-in-Charge

"Client"
GVRTA
A political subdivision of the State of Colorado
(Type of Business)

Dated: 1/12/2024

By: Janet R. Farmer
Printed

By: _____
Signed

Title: Board Chair

ADDITIONAL TERMS



(1) **Compliance with Regulations:** The Consultant shall comply with the Regulation relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) **Nondiscrimination:** The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(4) **Information and Reports:** The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the DOT to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information the Consultant shall so certify to the DOT as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) **Sanctions for Noncompliance:** In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the DOT shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to:

(a.) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b.) cancellation, termination or suspension of the contract, in whole or in part.

(6) **Incorporation of Provisions:** The Consultant shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Consultant shall take such action with respect to any subcontract. or procurement as the DOT may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may requestthe DOT to enter into such litigation to protect the interests of the DOT, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

Pertinent Nondiscrimination Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.),* (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.),* (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub- recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, And resulting agency guidance, national origin discrimination includes discrimination because of Limited English Proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

ILLEGAL ALIEN CERTIFICATION.

The Following Certifications are made by Contractor pursuant to C.R.S. 8-17.5-101, et seq.:

(a) Contractor shall not knowingly employ or contract with an illegal alien to perform work under this Contract or enter into a contract with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under the Contract;

(b) Contractor has confirmed the employment eligibility of all employees who are newly hired for employment to perform work under this Contract through participation in either the e-verify program or the department program;

(c) Contractor certifies that it will use either the e-verify program or the department program procedures to undertake pre-employment screening of job applicants while this Contract is being performed;

(d) If Contractor obtains actual knowledge that a subcontractor performing work under this Contract knowingly employs or contracts with an illegal alien, Contractor shall be required to: (1) notify the subcontractor and the GVRTA within three days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and (2) terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to subsection (1), the subcontractor does not stop employing or contracting with the illegal alien; except that Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien;

(e) Contractor shall comply with any reasonable request by the department made it the course of an investigation that the department is undertaking pursuant to the authority established in Section 8-17.5-102(5).

(f) If Contractor violates a provision of this Agreement regarding requirements under Section 8-17.5-102(2), C.R.S., the GVRTA may terminate this Agreement for a breach of the Contract. If the Agreement is so terminated, Contractor shall be liable for actual and consequential damages to the GVRTA. In the event of termination under this provision, the GVRTA is required to notify the Secretary of State.

STATEMENT OF WORK



TASK 1 – DEMOGRAPHIC REVIEW

Kicking off the planning process will be a comprehensive demographic review to understand the demographic and travel patterns of the GVRTA community. This demographic review will report on the same data characteristics used for the previous strategic plan in order to consistently track changes over time. These characteristics will include population density, transit-dependent population characteristics, community economic characteristics, and travel pattern characteristics. In addition to the characteristics used in the previous plan, we will analyze other data sources to understand the community, such as health equity data and a geospatial trasit access analysis. These data points will shape the travel markets and needs to be addressed by service expansion projects in Task 3. This review task will also include a review of relevant local and regional transportation plans, and review land use growth plans and trends to ensure that recent development and planned land use changes are incorporated into the final strategic plan.

Assumption about GVRTA's role:

- Provide not readily available data, local and regional plans, and knowledge on recent land use developments that will impact the plan.

Task 1 Work Product

- Technical report on the findings of the demographic review and how that information will influence the remainder of the study.

TASK 2 – PUBLIC OUTREACH (Passenger Surveys and Stakeholder Interviews)

Fehr & Peers devotes our own resources to fifteen discipline groups to innovate across the transportation field, including the Equity and Engagement Discipline Group that we believe differentiates us as a leader in community engagement. We know that successful outreach is intuitive, accessible, stimulating, useful, and fun. Although we have done extensive research and practice in the engagement field, we know that the key to our success in reaching people in the GVRTA service area will be flexibility.

Passenger Surveys

A key element to ensuring GVRTA reaches those who would be most affected by service changes is on-board passenger surveys. Like the demographic review, this survey will mimic the 2016-2017 survey to understand change over time. In addition, this survey will seek specific input on desired transit route and facility improvements. In doing so, the survey will help understand travel patterns, travel purposes, desired improvements, and associated demographic information. This will help shape the potential service expansion (Task 3) and route optimization (Task 4). Two on-board paper surveys will be administered by Fehr & Peers during the peak winter season and peak summer season. An online version of the survey (described below) will also be available to riders. Fehr & Peers staff will travel on approximately 40 buses during each season to gather survey data, roughly structured to have six hours per day at both ends of the commuter bus route for two days per staff member per season. The surveying schedule will be defined in detail during the process, but it will generally ensure coverage over weekdays and weekends at different hours of the day. Both our project manager, Mikhail, and lead planner, Kelsey, have Spanish-speaking abilities, and will be able to communicate with Spanish-speaking transit riders.

Online Survey

To complement the on-board survey, Fehr & Peers will also develop an online version of the survey. We will ensure that both the printed and online versions of the survey are provided in both English and Spanish. The online version of the survey can help GVRTA reach a larger audience, both of existing transit riders and people who do not currently ride transit. We will work with GVRTA staff to identify the best methods for

reaching the largest number of commuter bus riders, including the creation of a flyer and partnering with local community organizations (such as the Gunnison Country Times, Gunnison Community Center and Gunnison County Public Library) to increase engagement with the survey.

Stakeholder Interviews

Passenger surveys can be an effective way to reach a large portion of the population. In addition, having targeted conversations with identified stakeholders can provide greater detail into the nuances of transportation challenges, and it can ensure that diverse community perspectives are heard and considered. In partnership with GVRTA and other community partners, Fehr & Peers will focus on engaging with populations most impacted by the GVRTA commuter bus service. Examples of people/organizations with whom interviews can be held include Western Colorado University, Gunnison Valley Health, Emigrantes Unidos, the business community, and transportation providers (besides GVRTA). A more detailed list of people to interview will be developed with GVRTA (along with the one provided in the RFP), but Fehr & Peers anticipates conducting up to ten stakeholder interviews, ideally during the same visits as the passenger survey collection periods.

Assumption about GVRTA's role:

- Connect and help Fehr & Peers with key stakeholders and local organizations for interviews and flyer/information distribution.

Task 2 Work Products

- Printed and online survey (English and Spanish).
- One flyer to advertise the survey (English and Spanish).
- Two in-person visits with 48 total hours of on-board surveying (English and Spanish abilities).
- Up to ten stakeholder interviews (virtual or in-person, depending on timing).
- Technical report showing the demographics and needs of GVRTA passengers and how they have changed over the years.
- Presentation to Board of Directors on project progress.

TASK 3 – POTENTIAL SERVICE EXPANSION PROJECTS

Identify Travel Markets

Building on the demographic review and public outreach, our team will work with GVRTA to organize the identified travel needs into major trip types and travel markets. This exercise will identify what trip types are currently being captured by transit, and where the potential shortfalls likely exist. Some of the travel markets may include local trips for employment and services, regional commute trips, and trips by specific segments of the population, such as seniors, students, or people with disabilities.

Evaluate and Prioritize Projects

After categorizing the transportation needs into travel markets, our team will assemble options for service expansion projects that serve the travel markets. Service expansion projects could include direct improvements to the GVRTA commuter bus service (as a result of Task 4), capital improvements to help facilitate the operation of the commuter bus service (as a result of Task 5), or new services (such as first and last mile transit connections) that also help more people reach and benefit from the commuter bus service. All opportunities, including direct GVRTA

improvements and intergovernmental partnerships to enhance statewide service will be documented.

Our team specializes in helping clients identify their preferred alternative by providing the latest information on transit service best practices along with the pros and cons of each option, based on the experiences of peer communities. To aid in selecting and prioritizing the best options, we will assess each potential project on a list of identified evaluation criteria. These criteria will be workshopped with GVRTA staff but will generally be related to compatibility with public input, ability to meet the travel needs, relative operating costs, capital needs, forecasted ridership, and organizational factors.

With the evaluation of each potential project, our team will prioritize the projects into a phased approach over the next five years. This will help GVRTA understand the feasibility and the urgency of each project, and guide GVRTA in its implementation with clear cost estimates, infrastructure needs, and organizational logistics. The evaluation of projects, along with the implementation steps, will be presented with visually appealing and easy-to-understand graphics.

Assumption about GVRTA's role

- Help identify most important evaluation criteria.
- Provide institutional knowledge and input on feasibility of potential projects.

Task 3 Work Product:

- Technical report summarizing the potential service expansion projects, including a phased list of projects to be pursued.

TASK 4 – ROUTE OPTIMIZATION ANALYSIS

Task 4 analyzes the existing GVRTA services and identifies opportunities to improve efficiency. This task ultimately feeds into the service expansion project prioritization in Task 3 to serve the travel needs.

This task will begin by evaluating service characteristics of the existing GVRTA services, including span of service, service coverage, and service frequency by season. We will then conduct a ridership and performance analysis, which will utilize annual, monthly, and stop-level ridership to identify route productivity. Paired with public input, Fehr & Peers will identify opportunities to modify existing services that better accommodate rider needs. The visually appealing work product of this analysis will include a set of service modification options, accompanied by measurable impacts on span of service, service frequency, productivity, and GVRTA finances.

Assumption about GVRTA's role

- Provide detailed ridership data, including annual ridership, monthly ridership, and ridership by stop.
- Provide institutional knowledge and input on feasibility of route modifications.

Task 4 Work Product:

- Technical report summarizing the optimization analysis, including recommendations for revising the route and/or the timing of schedules.

TASK 5 – TRANSIT FACILITY ANALYSIS

Task 5 will identify the need and suggested locations for facilities that support the operations of transit and other transportation modes, such as park and ride facilities and other multi-modal transit centers. Like Task 4, this task will feed into the service expansion project prioritization in Task 3 to help understand what infrastructure is required to expand the ability of GVRTA's existing and future riders to use the commuter service and other transportation services.

Evaluation of Transit Facilities

Fehr & Peers will first evaluate locations and organizational considerations of different types of transit facilities.

Park and Ride Facilities

The previous Strategic Transit Plan identified potential locations for park and ride lots, and Fehr & Peers will consider these previous planning efforts in conjunction with the existing conditions of demand and land use opportunities. Between revisiting the previous planning efforts and existing community needs, we will

develop a comprehensive list of locations that can potentially be future park and ride lots served by the GVRTA commuter service or connecting services.

Multi-Modal Transit Center

Fehr & Peers will identify potential locations for a multi-modal transit center which can provide a safe space for riders to wait for the commuter bus, while also supporting other transportation modes like CDOT Bustang services, future GVRTA services, bicycle parking, rideshare/taxi loading locations, electric vehicle charging, etc. We also understand that GVRTA had previously identified the city property next to the Gunnison Recreation Center as a future multi-modal transit center but has recently faced political challenges with this site. Similar to the park and ride lot analysis, we will revisit with GVRTA to understand if there is any opportunity to view the established site as a potential site for this multi-modal transit center in conjunction with other potential locations.

Other Transit Facilities

Beyond park and ride lots and a multi-modal transit center, there are other transit facilities that could assist in making the commuter service more accessible to existing and future riders. Fehr & Peers will evaluate which facilities might be necessary to accomplish the service expansion projects, such as bus stop and transit shelter improvements, potential new administrative and maintenance facilities, and wayfinding/information infrastructure and technology.

Implementation of Transit Facilities

Between the park and ride facilities, multi-modal transit center, and other supportive transit facilities, Fehr & Peers will help GVRTA prioritize the implementation of each facility. Each potential location for each facility will be ranked using suitability, capital, and operations metrics. Furthermore, each type of facility will be ranked against one another based on identified travel needs through the demographic review and input received during public outreach.

Assumption about GVRTA's role

- Providing history and lessons learned of previous efforts to implement transit facilities.

Task 5 Work Product:

- Technical report summarizing the transit facility analysis, including the identification and prioritization of the facilities.

TASK 6 – FINAL PLAN

To finalize and document the demographic review, public input, different analyses, and recommendations, Fehr & Peers will develop the GVRTA Strategic Operating and Capital Plan. Although this task was not in the original scope of work per the RFP, we believe it is a critical step to ensure the final plan combines all technical reports that were produced iteratively throughout the process in a way that is comprehensive and efficient. As with all other reports in the project, the final plan will be visually-appealing and employ easy-to-understand graphics, including a graphical executive summary of the service expansion projects. Ultimately, this plan will guide GVRTA's next five operating years, serving as a document that can be leveraged for funding and other key decisions for the success of GVRTA's services. One round of consolidated edits from GVRTA staff will be included. The plan will also be presented to the GVRTA Board of Directors.

Assumption about GVRTA's role

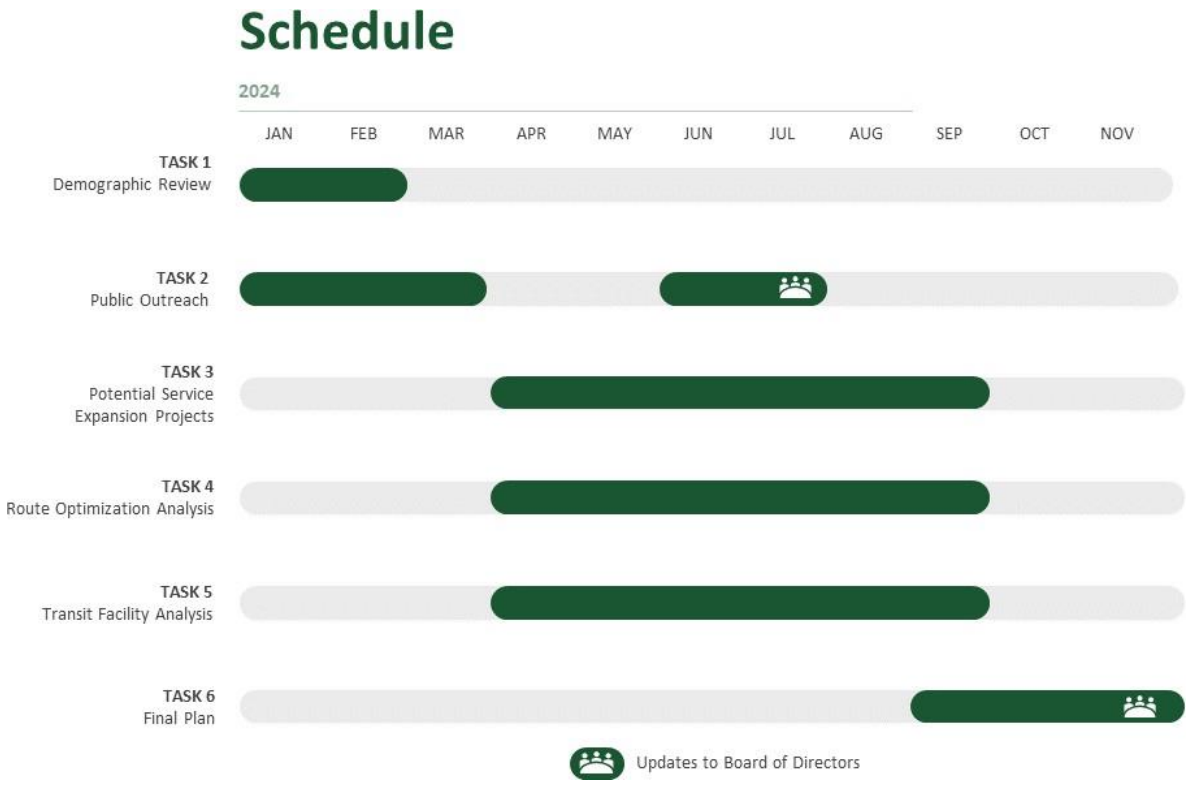
- Reviewing and commenting on the plan before finalization.

Task 6 Work Products:

- Draft plan delivered in Microsoft Word format.
- Final plan delivered in PDF format following one round of review by GVRTA staff.
- Presentation to GVRTA Board of Directors on final plan.

TIMELINE

The proposed schedule below keeps this plan moving forward on a timeline appropriate for completion of each interrelated task. The deviation in the below schedule and the anticipated schedule provided in the RFP is the delivery of the final plan and presentation to the GVRTA Board of Directors occurring in Fall 2024, rather than late summer 2024. We strongly believe that Tasks 3 through 5 are correlated to the results of public input. With public input being scheduled through summer 2024, to fully incorporate public input, we will need to extend the timeline into Fall 2024. Further, it is likely that the outcomes of the plan will include recommendations to both winter and summer service, informed by both winter and summer passenger surveys and outreach.



TRAVEL

To complete a critical portion of Task 2, project manager, Mikhail, and lead planner, Kelsey, will travel to Gunnison for on-board passenger surveys and potentially in-person stakeholder interviews. Since the scope proposes a winter and a summer on-board survey, Mikhail and Kelsey will travel to Gunnison twice. The suggested dates for travel include the first week of March to capture a busy winter season week/weekend and the first or second week of July to capture a busy summer season week/weekend. These dates can be modified with the project team, as GVRTA will be able to better display the peak weeks of ridership during both seasons. Estimated travel costs are displayed in the table below, and they are also included in the total project fee.

FEHR & PEERS

	Description	Kaminer	Lindquist	Total Cost by Item
		Project Manager	*Lead Planner*	
1	Flight (Assumes 2 Round Trips)	$ 750	$ 750	$ 1,500
2	Hotel (Assumes 2 Nights Twice)	$ 600	$ 600	$ 1,200
3	Rental Car (Assume 2 Rentals)	$ 400	$ -	$ 400
4	Meals (Assumes 8 meals per trip)	$ 400	$ 400	$ 800
Total Fee				**$ 3,900**

COSTS

FEHR & PEERS

Task	Description	Miller	Kaminer	Lindquist	Go	Provan			
		Principal-in-Charge	*Project Manager*	*Lead Planner*	*Planning Support*	*Outreach Specialist*	*Administrative Assistant*	Total Hours by Task	TOTAL COST BY TASK
1	Demographic Review	2	8	26	16	0	4	56	$ 7,960
2	Public Outreach	6	49	54	19	10	4	142	$ 20,880
3	Potential Service Expansion Projects	8	26	44	20	2	3	103	$ 15,335
4	Route Optimization Analysis	8	20	36	28	2	3	97	$ 14,425
5	Transit Facility Analysis	6	16	32	16	2	4	76	$ 11,290
6	Final Plan	6	12	18	12	2	4	54	$ 8,210
Total Hours		36	131	210	111	18	22	528	$ 78,100
Hourly Rate		$250	$145	$140	$135	$165	$125		
Labor Costs		$9,000	$18,995	$29,400	$14,985	$2,970	$2,750		
Travel									$3,900
Total Fee									**$ 82,000**

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

February 16, 2024 at 8:00 a.m.
In the Crested Butte Council Chambers located in the Crested Butte Town Offices, 507 Maroon Avenue in Crested Butte.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – FEBRUARY 16, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 8:00 A.M.

8:00 A. INTRODUCTION

CONSENT AGENDA – **motion & decision requested** to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF JANUARY 12, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE – Letter of support for Gunnison County grant application
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex & Dean Herrara
6) Air service update – Bill Tomcich

8:25 G. PUBLIC COMMENT PERIOD

8:30 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:35 I. NEW BUSINESS
1) Request for additional surveillance cameras on RTA buses – Landon Ogilvie and Scott Truex – ***motion and decision requested***
2) Options for bus schedules for spring, summer, and fall of 2024 – discussion – Scott Truex
3) Set 2024 spring/summer/fall bus schedules – Scott Truex – ***motion and decision requested***
4) Bus operating and capital planning project and surveying update – Scott Truex and Leia Morrison – discussion
5) Request to consider moving the May 10th meeting to May 17th – Scott Truex – ***motion and decision requested***

9:15 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – March 22, 2024 at 8:00 a.m. in the Gunnison County Courthouse (followed by a retreat with the Air Command Committee.)

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

January 12, 2024

Gunnison County Commissioners Board Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:01 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty and Steve Morris (via ZOOM)

Also present are Scott Truex, Leia Morrison, Bill Tomcich (Air Planners), Dean Herrara (via ZOOM - Alpine Express), Danny Bartelli, and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF DECEMBER 8, 2023 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported on the operational issues that have occurred this week. He will keep the board updated on the winter weather conditions that are predicted for this weekend. The airport restaurant is moving forward but is experiencing some delays but hope to be operational by the 22nd. There was discussion about the delayed and diverted flights.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that TAPP is still marketing flights, targeted the Texas area.

5)Bus service update

Scott Truex reported that December ridership was up 14%, and that the RTA carried over 44,000 passengers in the month. He also reported that the RTA carried 327,692 passengers in 2023 which is up 31% over 2022. Alpine Express didn't complete about 1% of December's trips due to a lack of drivers. However, Alpine Express has announced that new driver recruitment has been successful and this driver shortage should be resolved in the next week or so. The concrete project at the bus maintenance facility is complete, and the new lot has been

purchased. Scott reported that we are awaiting a transformer for the new facility at the north end of the valley. The senior transportation contracts are signed, and Scott reported that the service area for Gunnison Valley Health (GVH) is three road miles from the City border and that anyone outside of the three miles is covered by Mountain Expresses service. The new van for GVH has been ordered and should be here in a month. Laura Puckett Daniels requested that the notifications for bus cancellations be on the app earlier. There was a discussion about air quality on the RTA buses.

6)Air Service Update
Bill Tomcich commended Bella Biondini's article in the Gunnison Country Times. Bill reiterated that with the new procedures the Skywest aircrafts that are outfitted with the satellite navigation system need less than a mile of visibility; previously, they needed three miles of visibility, which is a dramatic improvement. He believes that this improved reliability is contributing to the increase in advanced bookings. He also reported that December was our first December where GUC experienced 100% completion and that GUC experienced 17% more passengers, the strongest December in terms of passenger numbers since 2005. Bill reported for bookings, we are now seeing double-digit increases for January - March. For spring, United Airlines has extended its second daily flight through April 8th. We will be down to one flight a week for 6 weeks this spring. The summer schedule will resume with a twice daily from Denver and a weekend flight from Houston, on May 23 and 24th. This summer schedule is beginning 10 days earlier than it did last year. Based on our current levels of success, Bill feels confident approaching the carriers to request more service. Laura Puckett Daniels requests that Bill also track other disruptions, including extreme delays and their causes. Rick Lamport added that it would be good to see this data compared to similar mountain airports. Bill will be providing reports with data as requested.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Scott Truex asked when the City of Gunnison will appoint another board member. Diego Plata reported that staff recommended to council that only one council member be representative on the RTA. Scott informed the board that having two elected officials from each municipality is a State of Colorado statutory requirement. Diego thanked Scott for the clarification and reported that on Tuesday the 23rd, Gunnison City Council will appoint two members to sit on the RTA board.

I. New Business
1) Election of officers of the GVRTA for 2024
   Laura Puckett Daniels ***moved to nominate the 2024 GVRTA officers as follows: Janet Farmer as Chair, Liz Smith as Vice Chair, Jason MacMillan as Treasurer, and Diego Plata as secretary.*** Jason MacMillan seconded the motion.
   The motion passed unanimously.
2) Review and possible authorization of window art on buses for CB State of Mind.

The board recommended a couple of edits including, adding an additional form of contact other than a QR code and making “CB State of Mind” more prominent. Cole Cooper from CB State of Mind said he would look into these potential edits and will send another draft to Scott Truex. Liz Smith ***moved to approve the bus window art on buses for the CB State of Mind with any edits in the context of this conversation,*** and Laura Puckett Daniels seconded.
The motion passed unanimously.

3) Authorize the Board Chair to sign a contract with Fehr and Peers for consultant services to develop a Strategic Operating and Capital Plan for GVRTA’s Commuter Bus Service for an amount not to exceed $82,000. Diego Plata ***moved to approve authorization of the board chair to sign a contract with Fehr and Peers for an amount not to exceed $82,000***, and Liz Smith seconded.
The motion passed unanimously.

The meeting adjourned at 8:53 am

December, 2023 - Financial Report:

This report was prepared for the GVRTA Board of Directors on December 30, 2023 with information provided by the County Finance Department and shows posted revenues through November, 2023 and expenditures through December, 2023.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2022 levels)

Month	2020	2021	2022	Budget 2023	Actual 2023	% vs Budget	% Change 22-23	Projected 2023
Jan	$ 313,013	$ 365,491	$ 445,739	$ 452,000	**$ 471,040.98**	4.2%	5.7%	$ 471,041
Feb	$ 315,712	$ 392,187	$ 464,948	$ 472,000	**$ 484,914.34**	2.7%	4.3%	$ 484,914
Mar	$ 245,671	$ 460,733	$ 559,798	$ 568,000	**$ 537,816.40**	-5.3%	-3.9%	$ 537,816
April	$ 205,492	$ 310,227	$ 332,944	$ 338,000	**$ 296,774.37**	-12.2%	-10.9%	$ 296,774
May	$ 233,927	$ 347,074	$ 386,830	$ 393,000	**$ 371,560.83**	-5.5%	-3.9%	$ 371,561
June	$ 373,164	$ 539,591	$ 591,654	$ 601,000	**$ 544,420.23**	-9.4%	-8.0%	$ 544,420
July	$ 509,375	$ 635,020	$ 694,821	$ 705,000	**$ 753,805.00**	6.9%	8.5%	$ 753,805
Aug	$ 464,055	$ 555,011	$ 630,918	$ 640,000	**$ 631,166.60**	-1.4%	0.0%	$ 631,167
Sept	$ 472,333	$ 546,497	$ 576,404	$ 555,000	**$ 598,133.54**	7.8%	3.8%	$ 598,134
Oct	$ 364,890	$ 412,742	$ 431,654	$ 419,000	**$ 447,192.25**	6.7%	3.6%	$ 447,192
Nov	$ 296,457	$ 359,587	$ 381,165	$ 365,000	**$ 387,207.04**	6.1%	1.6%	$ 387,207
Dec	$ 426,868	$ 487,011	$ 515,927	$ 494,000				$ 515,927
Year-to-date	**$ 3,794,089**	**$ 4,924,160**	**$ 5,496,875**	**$ 5,508,000**	**$ 5,524,031.58**	**0.3%**	**0.5%**	
Full Year	**$ 4,220,957**	**$ 5,411,171**	**$ 6,012,802**	**$ 6,002,000**		**0.6%**	**0.5%**	**$ 6,039,958**

Gunnison Valley Transportation Authority Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 5,524,031.58**	**$ 6,002,000**	**$ 37,958**	**$ 6,039,958**
(Future months are projected flat to 2022 levels)				
Sales Tax to General Fund	$ 3,154,031.58	$ 3,232,000	$ 437,958	$ 3,669,958
Sales Tax to Capital Fund	$ 1,550,000.00	$ 1,350,000	$ 200,000	$ 1,550,000
Sales Tax to Air Command Fund	$ 400,000.00	$ 1,000,000	$ (600,000)	$ 400,000
Sales Tax to Senior Transportation Fund	$ 420,000.00	$ 420,000	$ -	$ 420,000
	$ 5,524,031.58	**$ 6,002,000**	**$ 37,958**	**$ 6,039,958**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	**$ 1,541,924**	**$ 1,415,484**	**$ 126,440**	**$ 1,541,924**
Revenues				
Sales Tax Revenues	$ 3,154,031.58	$ 3,232,000	$ 437,958	$ 3,669,958
Sales Tax - Clerk	$ 39,173.82	$ 30,000	$ 9,174	$ 39,174
Interest Charges	$ 2,043.65	$ 2,000	$ -	$ 2,000
Other Fines	$ 10,296.85	$ 10,000	$ -	$ 10,000
Rental Income	$ 72,521.43	$ 80,000	$ (7,479)	$ 72,521
Earnings on Investments	$ 122,301.93	$ 25,000	$ 97,302	$ 122,302
5311 A & O FTA 5311 Admin. & Operating Grant	$ 242,618.00	$ 242,618	$ -	$ 242,618
Total Revenues	**$ 3,642,987.26**	**$ 3,621,618**	**$ 536,955**	**$ 4,158,573**
Expenditures:				
Postage	$ 9.65	$ 100	$ (90)	$ 10
Supplies & Equipment Under $4,000	$ 3,732.07	$ 4,000	$ (268)	$ 3,732
Building Repair and Maintenance	$ 18,623.37	$ 30,000	$ (11,377)	$ 18,623
Travel - Transportation	$ 272.48	$ 8,000	$ (7,728)	$ 272
Travel - Meals	$ 279.13	$ 6,000	$ (5,721)	$ 279
Travel - Lodging	$ 527.77	$ 6,000	$ (5,472)	$ 528
Legal Services	$ 5,586.34	$ 8,000	$ (2,414)	$ 5,586
Contracted Temporary Help - Marcy & RAE	$ 750.00	$ 12,000	$ (11,250)	$ 750
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 61,975.50	$ 62,000	$ (25)	$ 61,975
Management Services - TMS	$ 93,600.00	$ 93,600	$ -	$ 93,600
Meetings - Registrations	$ 275.00	$ 2,000	$ (1,725)	$ 275
State Fees	$ 22,446.68	$ 34,000	$ (6,501)	$ 27,499
County Treasurer's Fees	$ 78,144.14	$ 65,000	$ 13,144	$ 78,144
Late Night Taxi Donation	$ 22,105.23	$ 30,000	$ (7,895)	$ 22,105
Advertising, Notices, & Website	$ 8,261.26	$ 20,000	$ (11,739)	$ 8,261
Dues & Memberships	$ 18,920.66	$ 20,000	$ (1,079)	$ 18,921
Auditing	$ 6,660.00	$ 8,500	$ (1,840)	$ 6,660
Insurance & Bonds	$ 16,591.21	$ 18,000	$ (1,409)	$ 16,591
Utilities	$ 10,886.22	$ 14,400	$ (3,514)	$ 10,886
Investment Commissions/Fees	$ -	$ 100	$ (100)	$ -
Transfer to County General Fund (Finance Dept.)	$ 12,519.00	$ 12,660	$ (141)	$ 12,519
5311 - A Management Services - TMS	$ 93,600.00	$ 93,600	$ -	$ 93,600
5311 - O Diesel Fuel	$ 116,423.37	$ 125,000	$ (8,577)	$ 116,423
5311 - O CNG Fuel	$ 339,235.94	$ 415,000	$ (75,764)	$ 339,236
5311 - O Repair & Maintenance - Vehicles	$ 450,961.06	$ 500,000	$ (49,039)	$ 450,961
5311 - O Purchased Transportation Services	$ 2,582,962.24	$ 2,525,000	$ 57,962	$ 2,582,962
Total Expenditures	**$ 3,965,348.32**	**$ 4,112,960**	**$ (142,562)**	**$ 3,970,398**
Ending General Fund Balance	**$ 1,219,563**	**$ 924,142**	**$ 805,957**	**$ 1,730,099**

Report shows posted revenues through November and expenditures through December.

Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 2,739,383	$ 2,674,625	$ 64,758	$ 2,739,383
Revenues:				
Sales Tax Revenues	$ 1,550,000.00	$ 1,350,000	$ 200,000	$ 1,550,000
Refund of Expenditures (Fading West Deposit)	$ 380,000.00	$ -	$ 380,000	$ 380,000
SB 267 State Capital Grant (facility)	$ -	$ -	$ -	$ -
5339 - c Federal Capital Grant (bus)	$ 1,460,000.00	$ 1,236,800	$ 223,200	$ 1,460,000
Total Revenues	$ 3,390,000.00	$ 2,586,800	$ 803,200	$ 3,390,000
Expenditures:				
5339 - c Bus Purchase	$ 1,542,600.64	$ 1,545,000	$ (2,399)	$ 1,542,601
SB 267 Storage Facility Construction	$ 1,212,363.52	$ 1,240,000	$ (27,636)	$ 1,212,364
Housing/Land Purchases	$ 1,569,240.83	$ 1,900,000	$ (330,759)	$ 1,569,241
Capital Improvements	$ 491,541.47	$ 570,000	$ (78,459)	$ 491,541
Total Expenditures	$ 4,815,746.46	$ 5,255,000	$ (439,253)	$ 4,815,747
Ending Fund Balance	$ 1,313,637	$ 6,425	$ 1,307,211	$ 1,313,636
Report shows posted revenues through November and expenditures through December.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Air Command Fund Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 2,149,854	$ 2,148,977	$ 877	$ 2,149,854
Revenues:				
Sales Tax Revenues	$ 400,000.00	$ 1,000,000	$ (600,000)	$ 400,000
Refund from JSX for winter 22-23	$ 103,500.00	$ -	$ 103,500	$ 103,500
SCASD Grant	$ -	$ 200,000	$ (200,000)	$ -
Total Revenues	$ 503,500.00	$ 1,200,000	$ (696,500)	$ 503,500
Expenditures:				
Airline Guarantees - Winter	$ 311,889.00	$ 781,000	$ (469,111)	$ 311,889
Professional Services -Airplanners & RRC	$ 99,066.73	$ 102,000	$ (2,933)	$ 99,067
Payment to Airport for Airline Mechanic Subsidy	$ 42,000.00	$ 36,000	$ 6,000	$ 42,000
Airline Guarantees - Summer	$ -	$ 700,000	$ (700,000)	$ -
Total Expenditures	$ 452,955.73	$ 1,619,000	$ (1,166,044)	$ 452,956
Ending Fund Balance	$ 2,200,398	$ 1,729,977	$ 470,421	$ 2,200,398
Report shows posted revenues through November and expenditures through December.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Senior Transportation Fund Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 371,262	$ 367,010	$ 4,252	$ 371,262
Revenues:				
Sales Tax Revenues	$ 420,000.00	$ 420,000	$ -	$ 420,000
Total Revenues	$ 420,000.00	$ 420,000	$ -	$ 420,000
Expenditures:				
Capital Expenses	$ -	$ 120,000	$ (120,000)	$ -
Contracted Services	$ 353,871.94	$ 355,000	$ (1,128)	$ 353,872
Total Expenditures	$ 353,871.94	$ 475,000	$ (121,128)	$ 353,872
Ending Fund Balance	$ 437,390	$ 312,010	$ 125,380	$ 437,390
Report shows posted revenues through November and expenditures through December.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - December, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	**$ 6,802,423**	**$ 6,606,096**	**$ 196,327**	**$ 6,802,423**
Revenues:	$ 7,956,487	$ 7,828,418	$ 643,655	$ 8,472,073
Expenditures:	$ 9,587,922	$ 11,461,960	$ (1,868,987)	$ 9,592,973
Ending Fund Balance	**$ 5,170,988**	**$ 2,972,554**	**$ 2,708,969**	**$ 5,681,523**
Report shows posted revenues through November and expenditures through December.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Summary of all Funds Financial Report - December, 2023 Fund Balances	2023 Actual Beginning Balance	YTD Current Balances	2023 Adopted Budget Ending Balance	Revisions	2023 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,541,924	$ 1,219,563	$ 924,142	$ 805,957	$ 1,730,099
Capital Reserve Fund Balance	$ 2,739,383	$ 1,313,637	$ 6,425	$ 1,307,211	$ 1,313,636
Air Command Fund Balance	$ 2,149,854	$ 2,200,398	$ 1,729,977	$ 470,421	$ 2,200,398
Senior Transportation Fund Balance	$ 371,262	$ 437,390	$ 312,010	$ 125,380	$ 437,390
Total Fund Balance	**$ 6,802,423**	**$ 5,170,988**	**$ 2,972,554**	**$ 2,708,969**	**$ 5,681,523**
Report shows posted revenues through November and expenditures through December.					
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.					

February 16, 2024

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

SUBJECT: RAISE Grant – Access, Affordability and Safety for Workers in the Gunnison Valley

To Secretary Buttigieg:

The Gunnison Valley Transportation Authority (GVRTA) is writing to express our support for Gunnison County's application for a FY24 RAISE Grant to advance design public infrastructure in Gunnison County that will make access to jobs safer and more affordable for the nearly 1,800 people who work in the tourism industry.

Colorado's rural affordable housing crisis is nowhere more evident than in Crested Butte where many lower-wage workers must commute 25 – 30 miles by using our commuter bus system. The Whetstone community development will provide housing security for essential members of the community who have been facing housing challenges such as overcrowding, low quality/high utility cost, rising rents, or being frequently forced to move (due to home sales and conversions to short term rentals).

The cost of public infrastructure is a huge barrier to many workforce housing projects, and this is certainly the case with the Whetstone project. Roadway improvements, transit access, and bicycle/ pedestrian facilities alone are anticipated to cost $8 - $10 million due to the difficult construction environment on the western slope. The Whetstone workforce housing project cannot move forward without the planned road improvements. The RAISE grant will be used for design development activities of the roadway infrastructure with construction funding to come from a variety of sources once plans are developed.

The proposed roundabout, pedestrian tunnel, and transit hub project meets all of the economic, quality of life, and equity goals of the RAISE program. A variety of partners are collaborating and invested in the success of the Whetstone workforce housing project that will be enabled through the RAISE grant and other local sources.

This is an important project to the community and economic sustainability of Gunnison County and the GVRTA strongly urges your support of Gunnison County's grant application.

Sincerely,

Janet R. Farmer,
Board Chair
Gunnison Valley RTA

RTA Board of Directors Meeting, February 16, 2024

Air Service Update – Bill Tomcich

Recent Flight Reliability: Following a wave of flight disruptions in early to mid-January, flight reliability at GUC has generally been back on track since. There have been no flight cancellations at GUC since January 17, but there have been two more overnight delays – one on the night of January 17, and again earlier this week on February 5. American also took a six-hour delay on January 16 due to weather at DFW. There was also a diversion to GJT last Friday night when snow suddenly moved in and visibility dropped below the required ¾ visibility. But that flight was able to continue on to GUC later that evening, arriving into GUC at 10:08pm, just 1:40 past it's initial scheduled arrival time.

Summary of January Flight Reliability and On-Time Performance (OTP):

- **American (DFW):** 100% of 76 flights completed; 66.2% on-time.
- **Mesa (IAH):** 90.3% of 62 flights completed; 62.9% on-time.
- **SkyWest (DEN):** 96.8% of 125 flights completed; 78.2% on-time.
- **Overall:** 252 / 262 flights completed (96.2%), 71.1% on-time.

January Results:

- **American (DFW):** 6,384 pax / 9,728 seats = 65.6% load factor vs 58.8% last year.
- **Mesa (IAH):** 2,776 pax / 4,332 seats = 64.1% load factor vs 62.2% last year. (Still waiting on United's December MRG results).
- **SkyWest (DEN):** 6,136 pax / 8,400 seats = 73.1% load factor vs 69.2% last year.
- **JSX:** Still waiting on January landing reports.
- **Overall (not including JSX):** 15,296 / 22,460 seats = 68.1% load factor. This represents a 22.5% increase over last January, which experienced an overall load factor of 63.7%.

Future Bookings as of February 12: With 1,878 net new bookings made last week, this represents another very modest decrease from the week prior, but this was considerably stronger than the 1,506 bookings made this same week last year. Outlined below are how future bookings are now shaping up for February, March and April:

- **February:** Pacing +5.4% ahead of last year.
- **March:** Pacing +12.3% ahead of last year.
- **April:** Pacing +42% ahead of last year.

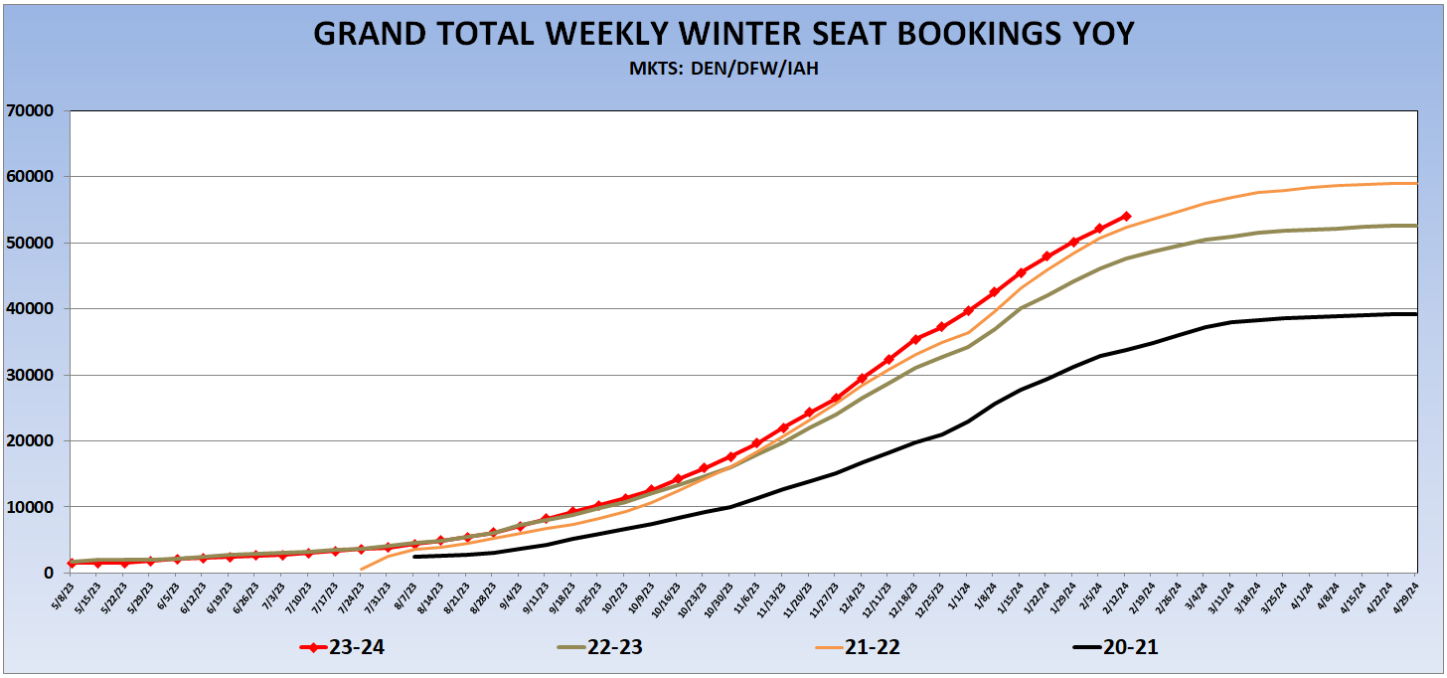
Summer Scheduling Update:

- **UA-IAH:** In a move that was not expected, United just removed the IAH-GUC flights that had been in the selling schedules starting May 24. Weekend service from IAH is now scheduled to resume starting June 28. I do have a note into United network planning requesting an explanation for the sudden change when I had been previously told that the resumption of weekend service from IAH starting May 24 was indeed their plan.

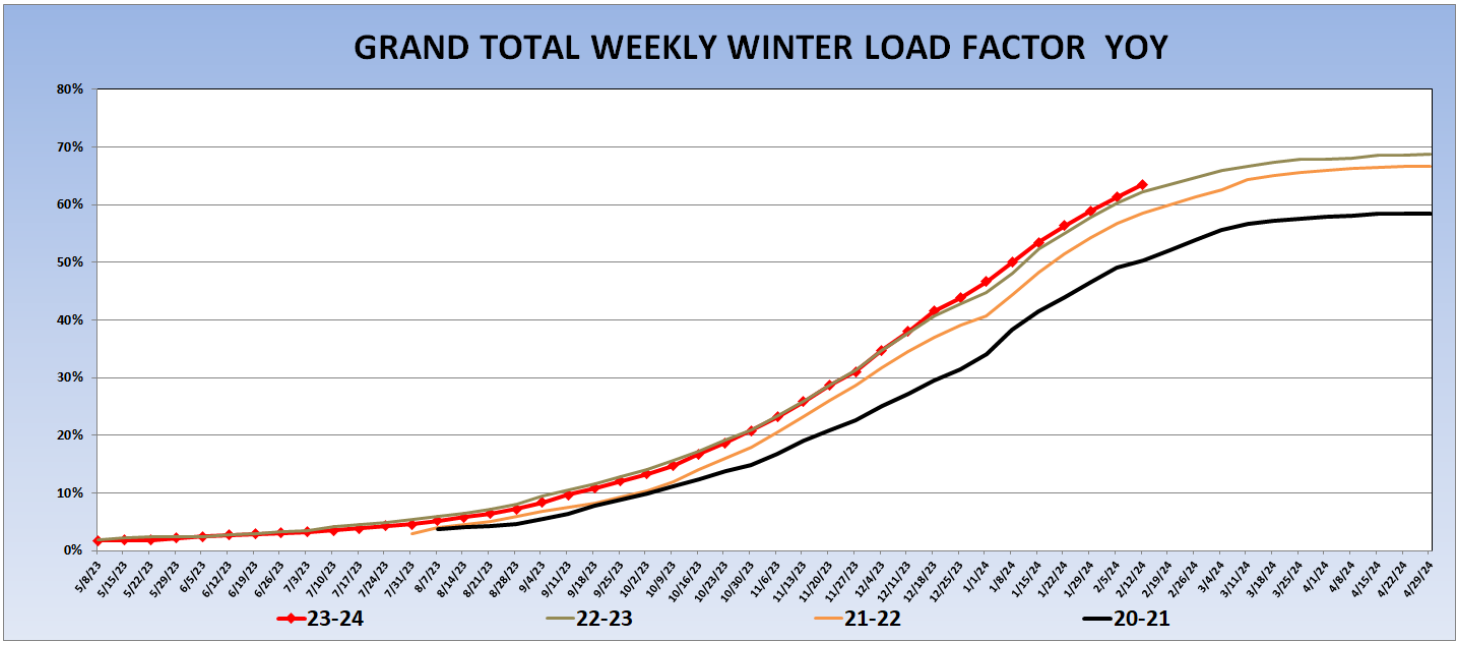
AA-DFW: I received confirmation earlier this week from American Airlines that DFW-GUC summer service is indeed on their radar for potential future service add, however it unfortunately will not be a part of their summer 2024 plan.

Air Program Reports – Winter, 2023-24 as of 2/12/24

All Flights – Total Seats Sold vs. previous three years



All Flights – Total Load Factor vs. previous three years



Bus program reports – January, 2024

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route	2024							2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February												
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												
Total	**49,484**	**2,482**	**2,943**	**83,450**	**31**	**19.9**	**1,596.3**	**40,983**			**8,501**	**20.7%**

Passengers by Stop – Winter 2023-24

2023-2024 Winter RTA Bus Boardings by Bus Stop												Northbound								
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
November	9	361	73	320	423	394	487	329	337	516	121	144	134	469	128	26	26	40	180	4,380
December	31	1,614	586	1,491	2,182	2,213	3,523	1,581	1,713	2,565	551	897	889	2,604	502	101	134	279	1,317	24,240
January	31	1,951	786	1,752	2,321	2,582	4,017	1,982	1,815	2,757	547	1,049	845	2,653	638	103	153	246	1,690	27,249
February																				-
March																				-
April																				-
Total	**71**	**3,926**	**1,445**	**3,563**	**4,926**	**5,189**	**8,027**	**3,892**	**3,865**	**5,838**	**1,219**	**2,090**	**1,868**	**5,726**	**1,268**	**230**	**313**	**565**	**3,187**	**55,869**
Avg / Day		**55.3**	**20.4**	**50.2**	**69.4**	**73.1**	**113.1**	**54.8**	**54.4**	**82.2**	**17.2**	**29.4**	**26.3**	**80.6**	**17.9**	**3.2**	**4.4**	**8.0**	**44.9**	**786.9**

2023-2024 Winter RTA Bus Boardings by Bus Stop												Southbound	
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
November	9	1,923	1,165	12	33	37	108	429	74	21	103	51	3,527
December	31	10,742	6,854	94	111	209	601	2,428	429	111	376	431	19,958
January	31	12,389	7,075	121	148	255	750	2,474	374	98	424	601	22,235
February													-
March													-
April													-
Total	**71**	**#####**	**15,094**	**227**	**292**	**501**	**1,459**	**5,331**	**877**	**230**	**903**	**1,083**	**45,720**
Avg / Day		**352.9**	**212.6**	**3.2**	**4.1**	**7.1**	**20.5**	**75.1**	**12.4**	**3.2**	**12.7**	**15.3**	**643.9**

Passenger Boardings by Time – Winter 2023-24

Northbound

Gunnison Valley RTA Passengers by Time - Winter 2023-4							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	56	382	521				**959**
5:51 AM	80	686	805				**1,571**
6:21 AM	89	591	706				**1,386**
6:36 AM	118	631	571				**1,320**
6:51 AM	175	860	1145				**2,180**
7:06 AM	167	1149	1253				**2,569**
7:26 AM	229	1404	1640				**3,273**
7:56 AM	212	1384	1549				**3,145**
8:26 AM	141	884	1072				**2,097**
8:41 AM	172	630	624				**1,426**
8:56 AM	136	688	813				**1,637**
9:11 AM	139	734	762				**1,635**
9:31 AM	180	813	977				**1,970**
10:01 AM	185	939	1146				**2,270**
10:31 AM	155	950	1032				**2,137**
11:01 AM	179	967	1089				**2,235**
11:36 AM	186	805	920				**1,911**
12:06 PM	156	701	821				**1,678**
12:36 PM	108	670	671				**1,449**
12:51 PM	111	381	369				**861**
1:21 PM	75	438	483				**996**
1:41 PM	68	388	478				**934**
2:11 PM	104	500	574				**1,178**
2:26 PM	96	409	353				**858**
2:56 PM	108	589	674				**1,371**
3:11 PM	63	326	323				**712**
3:26 PM	66	443	505				**1,014**
3:46 PM	97	582	575				**1,254**
4:16 PM	105	506	510				**1,121**
4:31 PM	66	410	374				**850**
5:01 PM	90	462	490				**1,042**
5:31 PM	74	416	555				**1,045**
6:01 PM	95	403	594				**1,092**
6:36 PM	49	296	408				**753**
7:06 PM	63	461	449				**973**
7:36 PM	50	333	297				**680**
8:06 PM	43	264	342				**649**
8:41 PM	19	254	235				**508**
9:11 PM	38	224	242				**504**
9:41 PM	17	99	180				**296**
10:11 PM	20	188	122				**330**
Total	**4,380**	**24,240**	**27,249**	**0**	**0**	**0**	**55,869**

Average Riders per Bus - Winter 2023-24							
	Northbound						
	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	6.2	12.3	16.8				**13.5**
5:51 AM	8.9	22.1	26.0				**22.1**
6:21 AM	9.9	19.1	22.8				**19.5**
6:36 AM	13.1	20.4	18.4				**18.6**
6:51 AM	19.4	27.7	36.9				**30.7**
7:06 AM	18.6	37.1	40.4				**36.2**
7:26 AM	25.4	45.3	52.9				**46.1**
7:56 AM	23.6	44.6	50.0				**44.3**
8:26 AM	15.7	28.5	34.6				**29.5**
8:41 AM	19.1	20.3	20.1				**20.1**
8:56 AM	15.1	22.2	26.2				**23.1**
9:11 AM	15.4	23.7	24.6				**23.0**
9:31 AM	20.0	26.2	31.5				**27.7**
10:01 AM	20.6	30.3	37.0				**32.0**
10:31 AM	17.2	30.6	33.3				**30.1**
11:01 AM	19.9	31.2	35.1				**31.5**
11:36 AM	20.7	26.0	29.7				**26.9**
12:06 PM	17.3	22.6	26.5				**23.6**
12:36 PM	12.0	21.6	21.6				**20.4**
12:51 PM	12.3	12.3	11.9				**12.1**
1:21 PM	8.3	14.1	15.6				**14.0**
1:41 PM	7.6	12.5	15.4				**13.2**
2:11 PM	11.6	16.1	18.5				**16.6**
2:26 PM	10.7	13.2	11.4				**12.1**
2:56 PM	12.0	19.0	21.7				**19.3**
3:11 PM	7.0	10.5	10.4				**10.0**
3:26 PM	7.3	14.3	16.3				**14.3**
3:46 PM	10.8	18.8	18.5				**17.7**
4:16 PM	11.7	16.3	16.5				**15.8**
4:31 PM	7.3	13.2	12.1				**12.0**
5:01 PM	10.0	14.9	15.8				**14.7**
5:31 PM	8.2	13.4	17.9				**14.7**
6:01 PM	10.6	13.0	19.2				**15.4**
6:36 PM	5.4	9.5	13.2				**10.6**
7:06 PM	7.0	14.9	14.5				**13.7**
7:36 PM	5.6	10.7	9.6				**9.6**
8:06 PM	4.8	8.5	11.0				**9.1**
8:41 PM	2.1	8.2	7.6				**7.2**
9:11 PM	4.2	7.2	7.8				**7.1**
9:41 PM	1.9	3.2	5.8				**4.2**
10:11 PM	2.2	6.1	3.9				**4.6**
Total	**11.9**	**19.1**	**21.4**				**19.2**

Passenger Boardings by Time – Winter 2023-24

Southbound

Departing	Southbound						
Mt. CB	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	31	178	206				415
7:10 AM	38	230	280				548
7:40 AM	35	151	165				351
7:55 AM	15	97	107				219
8:10 AM	27	57	89				173
8:25 AM	24	122	116				262
8:45 AM	29	141	166				336
9:15 AM	17	144	178				339
9:45 AM	28	125	145				298
10:00 AM	30	132	82				244
10:15 AM	30	108	135				273
10:30 AM	34	154	117				305
10:50 AM	37	190	186				413
11:20 AM	82	362	372				816
11:50 AM	80	447	423				950
12:20 PM	102	388	430				920
12:55 PM	99	510	582				1,191
1:25 PM	128	598	572				1,298
1:55 PM	87	672	781				1,540
2:10 PM	107	406	484				997
2:40 PM	141	731	823				1,695
3:00 PM	118	758	881				1,757
3:30 PM	213	998	1085				2,296
3:45 PM	163	914	1189				2,266
4:15 PM	330	1555	1717				3,602
4:30 PM	183	1059	1215				2,457
4:45 PM	157	915	1070				2,142
5:05 PM	241	1275	1385				2,901
5:35 PM	189	1021	1050				2,260
5:50 PM	94	679	754				1,527
6:20 PM	104	739	769				1,612
6:50 PM	51	389	492				932
7:20 PM	51	409	435				895
7:55 PM	52	338	416				806
8:25 PM	91	503	419				1,013
8:55 PM	49	362	557				968
9:25 PM	76	498	580				1,154
10:00 PM	58	455	638				1,151
10:30 PM	42	446	430				918
11:00 PM	31	314	400				745
11:30 PM	33	388	314				735
Total	**3,527**	**19,958**	**22,235**	**0**	**0**	**0**	**45,720**
Overall Total	**7,907**	**44,198**	**49,484**	**-**	**-**	**-**	**101,589**

	Southbound						
	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	3.4	5.7	6.6				5.8
7:10 AM	4.2	7.4	9.0				7.7
7:40 AM	3.9	4.9	5.3				4.9
7:55 AM	1.7	3.1	3.5				3.1
8:10 AM	3.0	1.8	2.9				2.4
8:25 AM	2.7	3.9	3.7				3.7
8:45 AM	3.2	4.5	5.4				4.7
9:15 AM	1.9	4.6	5.7				4.8
9:45 AM	3.1	4.0	4.7				4.2
10:00 AM	3.3	4.3	2.6				3.4
10:15 AM	3.3	3.5	4.4				3.8
10:30 AM	3.8	5.0	3.8				4.3
10:50 AM	4.1	6.1	6.0				5.8
11:20 AM	9.1	11.7	12.0				11.5
11:50 AM	8.9	14.4	13.6				13.4
12:20 PM	11.3	12.5	13.9				13.0
12:55 PM	11.0	16.5	18.8				16.8
1:25 PM	14.2	19.3	18.5				18.3
1:55 PM	9.7	21.7	25.2				21.7
2:10 PM	11.9	13.1	15.6				14.0
2:40 PM	15.7	23.6	26.5				23.9
3:00 PM	13.1	24.5	28.4				24.7
3:30 PM	23.7	32.2	35.0				32.3
3:45 PM	18.1	29.5	38.4				31.9
4:15 PM	36.7	50.2	55.4				50.7
4:30 PM	20.3	34.2	39.2				34.6
4:45 PM	17.4	29.5	34.5				30.2
5:05 PM	26.8	41.1	44.7				40.9
5:35 PM	21.0	32.9	33.9				31.8
5:50 PM	10.4	21.9	24.3				21.5
6:20 PM	11.6	23.8	24.8				22.7
6:50 PM	5.7	12.5	15.9				13.1
7:20 PM	5.7	13.2	14.0				12.6
7:55 PM	5.8	10.9	13.4				11.4
8:25 PM	10.1	16.2	13.5				14.3
8:55 PM	5.4	11.7	18.0				13.6
9:25 PM	8.4	16.1	18.7				16.3
10:00 PM	6.4	14.7	20.6				16.2
10:30 PM	4.7	14.4	13.9				12.9
11:00 PM	3.4	10.1	12.9				10.5
11:30 PM	3.7	12.5	10.1				10.4
Total	**9.6**	**15.7**	**17.5**				**15.7**
Overall Total	**10.7**	**17.4**	**19.5**				**17.4**

Winter 2023-24 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	96.4%	97.8%	98.6%	0.0%	1.4%
December	31	1,271	1,256	94.6%	98.0%	98.3%	1.1%	0.6%
January	31	1,271	1,239	84.4%	94.9%	96.4%	2.7%	0.9%
February								
March								
April								
Total	**71**	**2,911**	**2,859**	**90.4%**	**96.6%**	**97.6%**	**1.6%**	**0.8%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	97.3%	99.5%	99.5%	0.0%	0.5%
December	31	1,271	1,257	92.6%	97.8%	99.0%	0.3%	0.7%
January	31	1,271	1,243	83.2%	92.7%	96.1%	2.3%	1.6%
February								
March								
April								
Total	**71**	**2,911**	**2,864**	**89.1%**	**95.8%**	**97.8%**	**1.2%**	**1.1%**

Average:	**89.8%**	**96.2%**	**97.7%**	**1.4%**	**0.9%**

Late/Missed Runs & Incidents –January, 2024

1/01-1/31

Date	Late run	Missed Runs	Reason
2-Jan	1:41 PM	N/A	STARTED RUN 8 MINS LATE-NO REASON GIVEN
2-Jan	N/A	9:11 PM NB & 10:30 PM SB	DRVR SHORTAGE/5:50 PM SB LEFT MT CB EARLY-1/2 WAY TO CB ALREADY
3-Jan	12:51 PM	4:31 PM NB & 5:50 PM SB, 7:46 PM NB & 8:55 PM SB, 9:41 PM NB & 11 PM SB	STARTED RUN 19 MINS LATE-NO REASON GIVEN
7-Jan	N/A	6:36 PM NB & 7:55 PM, 8:41 PM NB & 10 PM SB	MISSED RUNS DUE TO MECHANICAL ON 6:01 PM NB//ACCIDENT ON HWY 135 CLOSED HWY @ 2HRS @ 10:30 PM SB BUSES WAITED,NB BUS TURNED @
9-Jan	N/A	6:36 AM NB & 7:55 AM, 8:41 AM NB & 10 AM SB	DRIVER SHORTAGE
10-Jan	N/A	6:36 AM NB & 7:55 AM, 8:41 AM NB & 10 AM SB	DRIVER SHORTAGE
11-Jan	7:06 AM NB & 8:25 AM SB, 9:11 AM NB & 10:30 AM SB	N/A	LATE DUE TO ROADS, TRAFFIC & SNOW PLOWS
12-Jan	N/A	6:01 PM NB & 7:20 PM SB	DRIVER SHORTAGE/LATE AFTERNOON & EVENINGS SEVERAL DELAYS BECAUSE OF SNOWSTORM
13-Jan	7:26 AM NB	N/A	7:26 AM NB BLIZZARD CONDITIONS-HOW LATE? 6:51 AM NB FULL
14-Jan	MANY	9:31 AM NB & 10:50 AM SB, 10:11 PM NB & 11:30 PM SB	DRIVER SHORTAGE/ SNOW DAY!! ALL @15 MINS LATE
15-Jan	MANY	6:36 AM & 7:55 AM SB, 8:41 AM NB & 10 AM SB, 3:46 PM NB & 5:05 PM SB, 5:01 PM NB & 6:20 PM SB	MISSED RUNS - DRIVER SHORTAGE/ONE DRVR GOT SICK & COULDN'T FINISH SHIFT/ ONE NEWER DRIVER A NO SHOW FOR WORK
15-Jan	MANY	6:36 PM NB & 7:55 PM SB, 8:41 PM & 10 PM SB, 9:41 PM & 11 PM SB	MISSED RUNS - DRIVER SHORTAGE/ONE DRVR GOT SICK & COULDN'T FINISH SHIFT/ ONE NEWER DRIVER A NO SHOW FOR WORK
17-Jan	N/A	3:11 PM NB & 4:30 PM SB	NOT SURE- NO NOTES
18-Jan	MANY	8:41 AM NB & 10 AM SB, 12:20 PM SB, 5:01 PM NB & 6:20 PM SB	MISSED RUNS - DRVR SHORTAGE??/ MOST RUNS 15-20 MINS LATE-WEATHER, ROADS, TRAFFIC
19-Jan	N/A	7:06 AM NB & 8:25 AM SB	MISSED RUNS - NOT SURE- NO NOTES
20-Jan	5:05 PM SB & 6:36 PM NB	N/A	ALMOST 20 MINS LATE - NEW DRIVER
21-Jan	6:36 AM NB, 5:01 PM NB	7:55 AM SB	MECHANICAL ON 6:36 AM NB-TRANSFERED PAX TO 7:06 AM NB// 5:01 PM NB LEFT ALMOST 20 MINS LATE-WAITING FOR BUS - VEHICLE SHORTAGE
25-Jan	11 PM SB	N/A	ADA PLUS DOG ON 11:20 AM SB, 11 PM SB LATE - FLAT TIRE-BYPASSED CBS??
27-Jan	3:45 PM SB & 4:15 PM SB	6:21 AM NB & 7:40 AM SB, 8:26 AM NB & 9:45 AM SB, 11:01 AM & 12:20 PM, 2:26 PM NB	3:45 PM SB ALMOST 20 MINS LATE-SCHEDULING ERROR, 4:15 PM SB LATE-CB TRAFFIC/MISSED RUNS-DRVR SICK LAST MINUTE, SCHEDULING ERROR ON 2:26
28-Jan	N/A	5:21 AM NB & 6:40 AM SB	MISSED RUNS-DRVR MISUNDERSTOOD / ADA ON 10:30 AM SB
30-Jan	N/A	10:30 AM SB	MISSED RUN DUE TO MECHANICAL ISSUE AT 4 WAY- 5 PAX ON BOARD
31-Jan	SEVERAL AM NB RUNS / 9:11 PM NB & 10:30 PM SB	N/A	BOTTLE NECKING ON SPENCER NEAR REC CTR BECAUSE OF NEW GROCERY STORE / SNOW REM0VAL AT ALMONT-NO NOTE HOW LATE

GVRTA 2024 Emissions Analysis – Through January

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February														
March														
April														
May														
June														
July														
August														
September														
October														
November														
December														
Total	**49,484**	**2,482**	**16,529**	**2,622**	**136,195**	**639,657**	**503,462**	**10.174**	**134**	**9,644**	**9,510**	**0.192**	**32,847**	**0.664**

Automobile emissions vs. GVRTA bus emissions:

4.24 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.61 average GVRTA bus trips.

The RTA averaged 19.9 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 54.873 Kg of CO2 emissions and 0.0540 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C		Total Bus Miles	Total Revenue
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	AEX Buses	(odom.)	Miles
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February													
March													
April													
May													
June													
July													
August													
September													
October													
November													
December													
Total	**5,922**	**9,339**	**8,170**	**6,181**	**8,185**	**8,273**	**9,966**	**4,862**	**9,425**	**10,255**	**4,121**	**84,699**	**83,450**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**561,024**	**578,445**	**460,486**	**409,191**	**373,164**	**409,368**	**288,783**	**175,377**	**61,466**	**61,877**			

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory &	
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	Fleet	Total
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February											$ -	
March											$ -	
April											$ -	
May											$ -	
June											$ -	
July											$ -	
August											$ -	
September											$ -	
October											$ -	
November											$ -	
December											$ -	
Total	**$ 4,231**	**$ 2,861**	**$ 3,741**	**$ 1,137**	**$ 1,874**	**$ 4,054**	**$ 897**	**$ 6,482**	**$ 933**	**$ 456**	**$ 19,523**	**$ 46,189**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2023

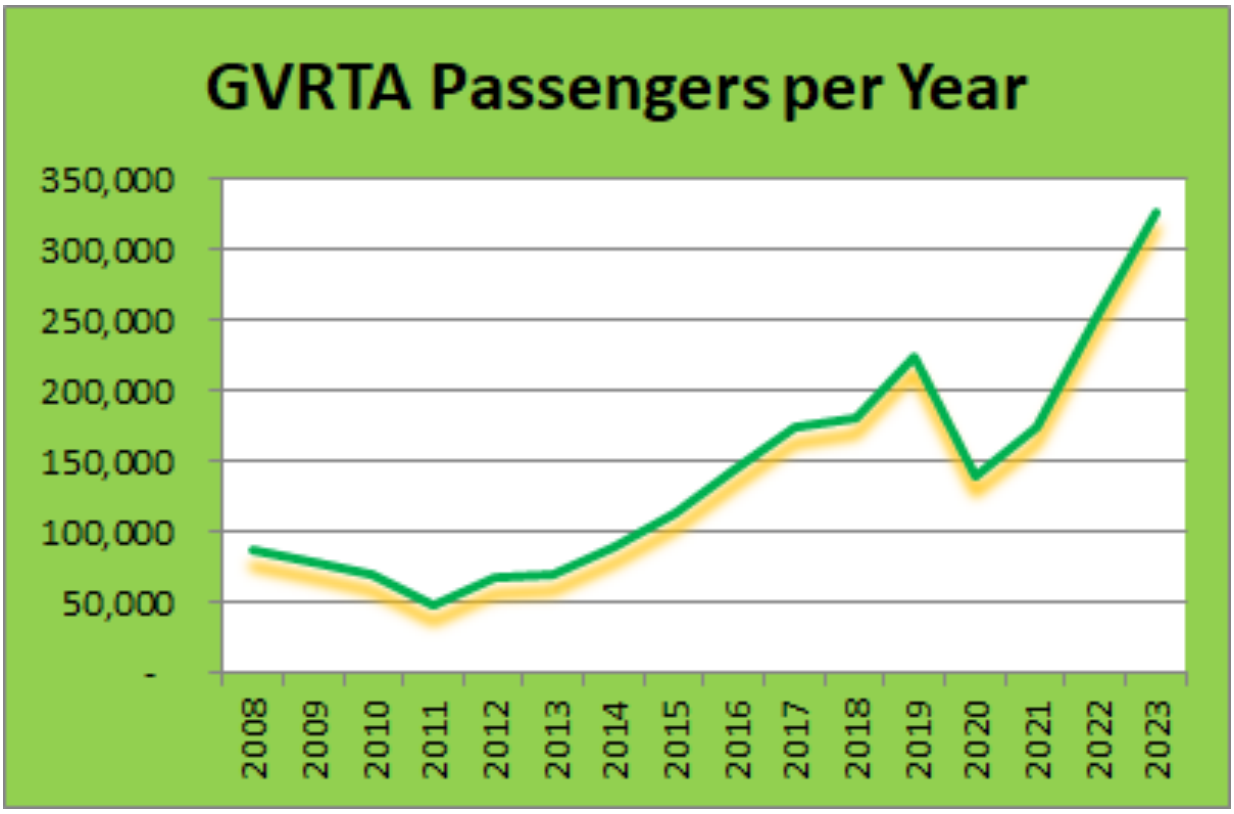
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	937	240	1,177	3,424	3,989	7,413	$ 18,197	$ 7,801	$ 25,998
February	948	253	1,201	3,465	2,854	6,319	$ 20,970	$ 7,594	$ 28,564
March	1,034	155	1,189	3,241	2,953	6,194	$ 22,494	$ 5,838	$ 28,332
April	1,090	337	1,427	3,547	4,167	7,714	$ 23,384	$ 7,111	$ 30,495
May	927	270	1,197	3,137	3,635	6,772	$ 24,928	$ 8,097	$ 33,025
June	819	270	1,089	3,356	3,799	7,155	$ 24,213	$ 7,279	$ 31,492
July	843	275	1,118	3,474	3,608	7,082	$ 17,531	$ 9,054	$ 26,585
August	866	418	1,284	3,024	4,344	7,368	$ 20,983	$ 8,077	$ 29,060
September	850	330	1,180	3,405	4,557	7,962	$ 21,637	$ 8,137	$ 29,774
October	977	261	1,238	3,679	3,966	7,645	$ 23,999	$ 8,160	$ 32,159
November	982	212	1,194	3,070	2,670	5,740	$ 23,041	$ 6,404	$ 29,445
December	1,027	177	1,204	3,399	2,711	6,110	$ 23,658	$ 5,283	$ 28,941
Total	**11,300**	**3,198**	**14,498**	**40,221**	**43,253**	**83,474**	**$ 265,035**	**$ 88,835**	**$ 353,870**

GVRTA 2023 Year-End Bus Program Report:

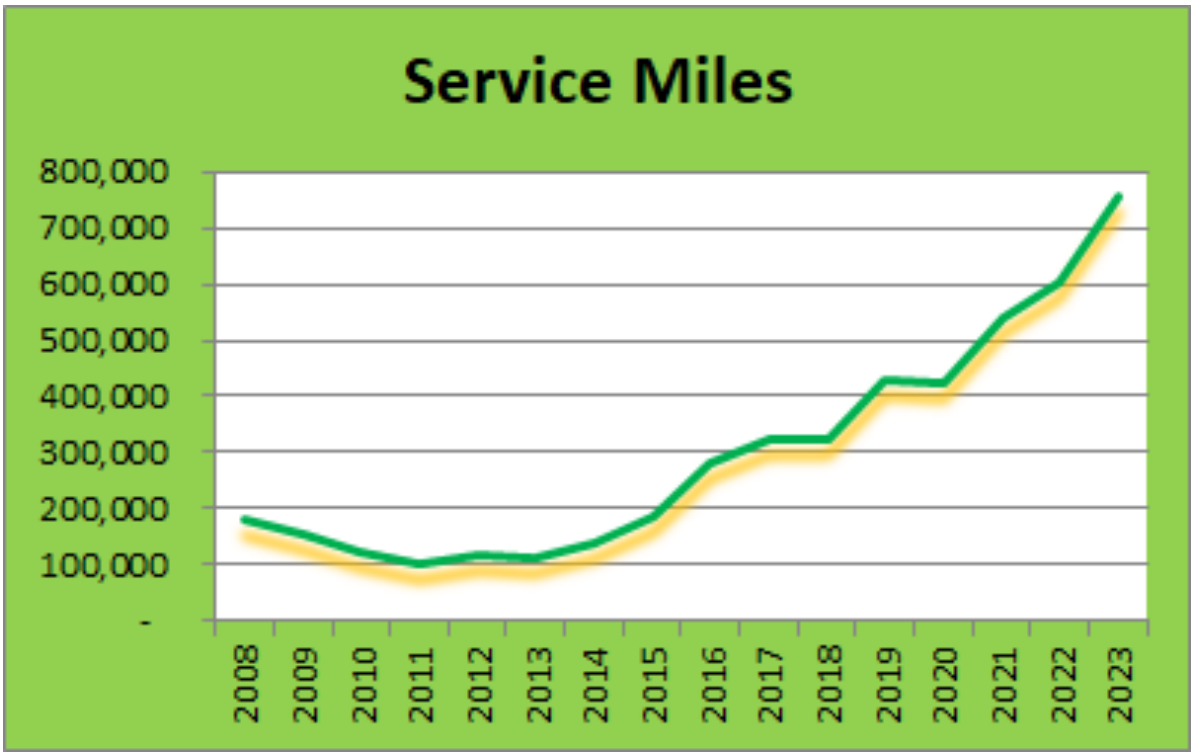
In 2023, the GVRTA Commuter Bus carried 327,692 passengers which was 31% higher than in 2022 and 88% more than in 2021. The service averaged 685 passengers per day and 13.9 passengers per bus.

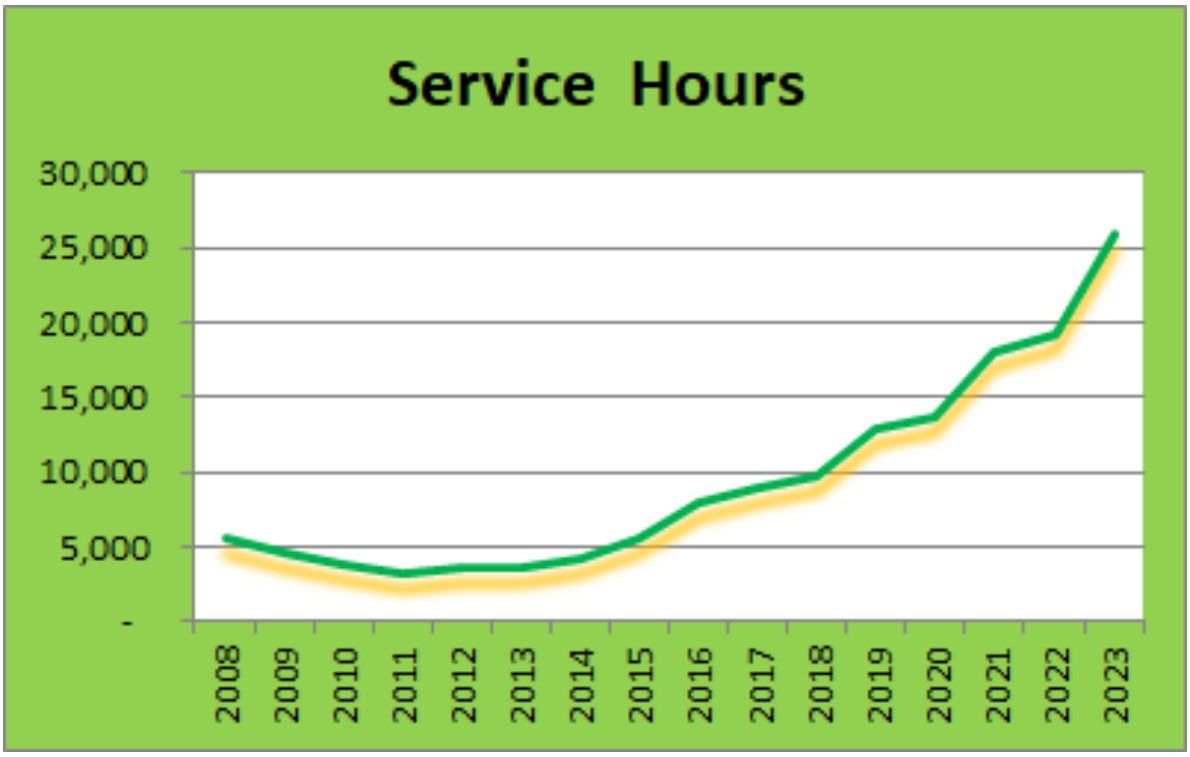
Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2023								2022			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	40,983	2,123	2,443	70,910	31	19.3	1,322.0	26,533	12.3	855.9	**14,450**	**54.5%**
February	38,202	1,951	2,198	65,189	28	19.6	1,364.4	27,282	14.0	974.4	**10,920**	**40.0%**
March	41,003	2,140	2,451	71,604	31	19.2	1,322.7	31,026	14.4	1,000.8	**9,977**	**32.2%**
April	16,010	1,702	1,926	57,296	30	9.4	533.7	11,469	9.4	382.3	**4,541**	**39.6%**
May	15,315	1,730	1,968	57,934	31	8.9	494.0	11,549	9.8	372.5	**3,766**	**32.6%**
June	21,130	1,674	1,906	55,188	30	12.6	704.3	16,952	14.9	565.1	**4,178**	**24.6%**
July	26,599	1,730	1,961	57,652	31	15.4	858.0	20,315	17.4	655.3	**6,284**	**30.9%**
August	24,036	1,726	1,991	57,653	31	13.9	775.4	18,527	15.7	597.6	**5,509**	**29.7%**
September	20,901	1,659	1,878	55,558	30	12.6	696.7	17,473	15.4	582.4	**3,428**	**19.6%**
October	18,086	1,735	1,997	58,293	31	10.4	583.4	14,393	12.2	464.3	**3,693**	**25.7%**
November	21,229	1,900	2,159	63,637	30	11.2	707.6	15,761	11.3	525.4	**5,468**	**34.7%**
December	44,198	2,513	3,009	83,524	31	17.6	1,425.7	38,665	17.9	1,247.3	**5,533**	**14.3%**
Total	**327,692**	**22,583**	**25,887**	**754,438**	**365**	**14.5**	**897.8**	**249,945**	**13.9**	**684.8**	**77,747**	**31.1%**

This was the record for most passengers ever carried in a calendar year.

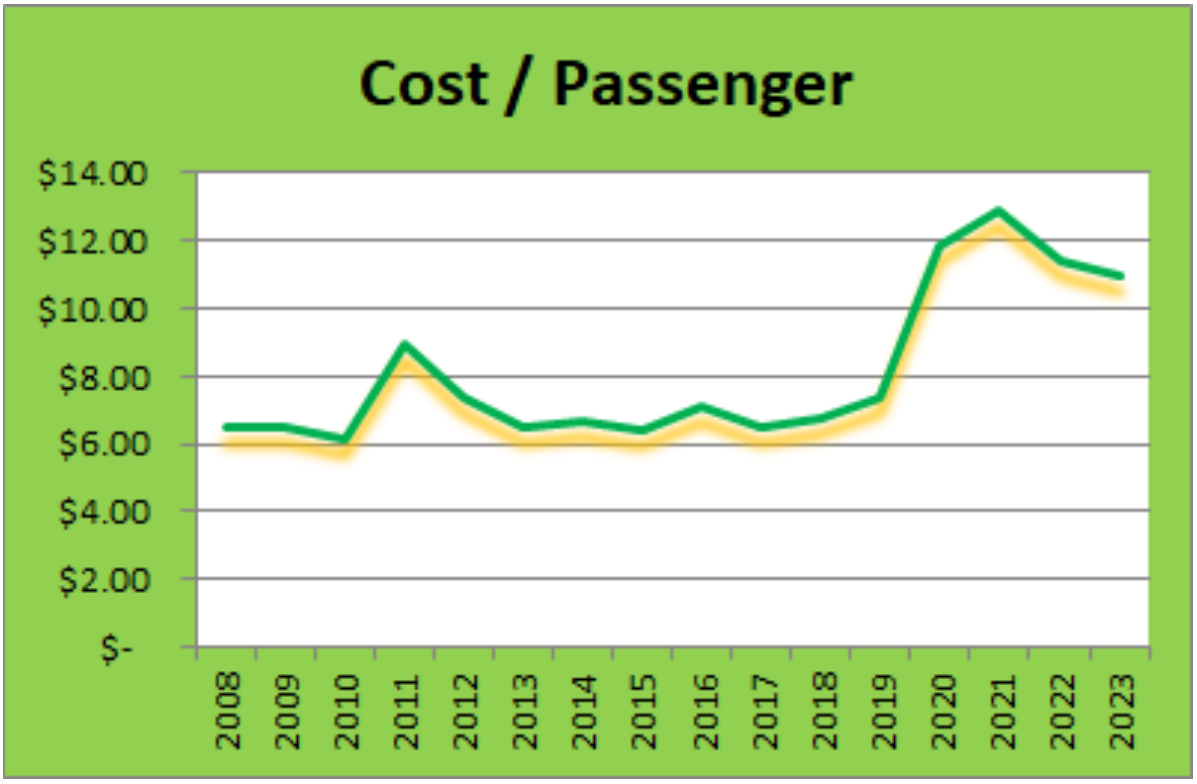


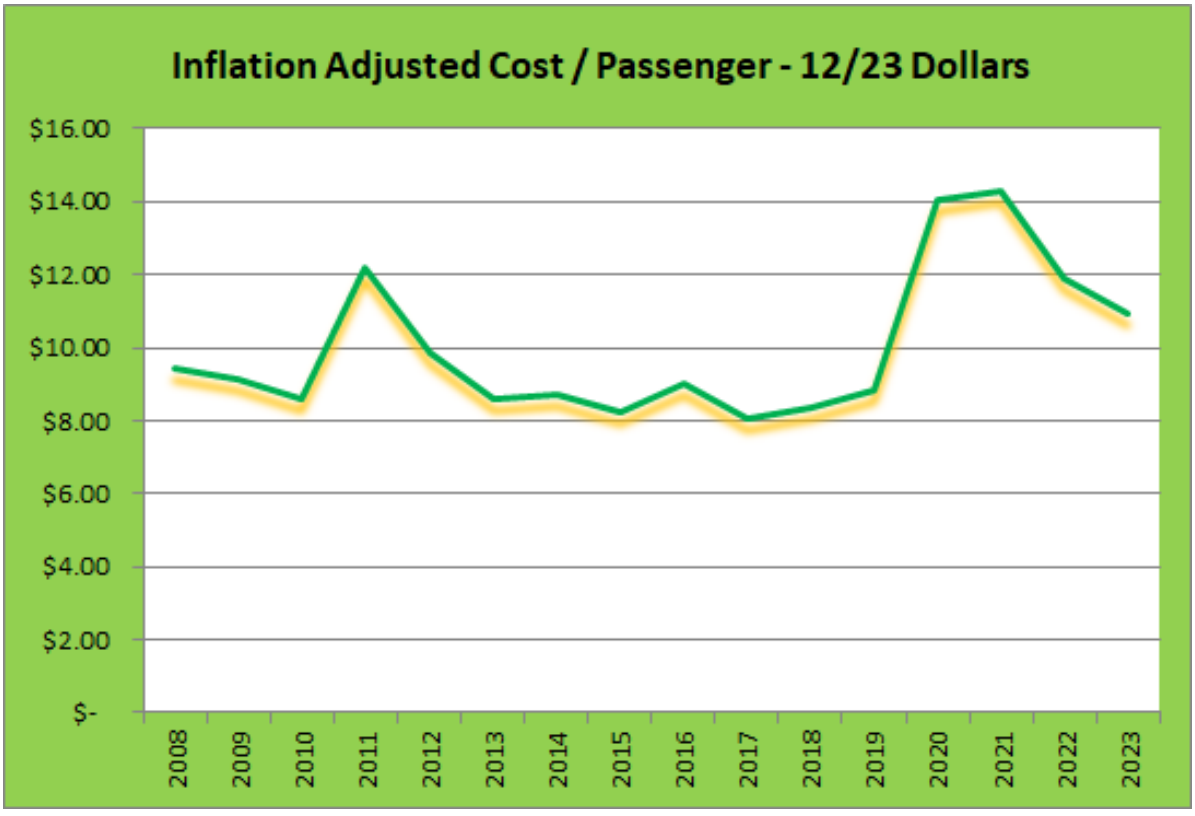
We ran 754,438 service miles and 25,887 service hours in 2023.



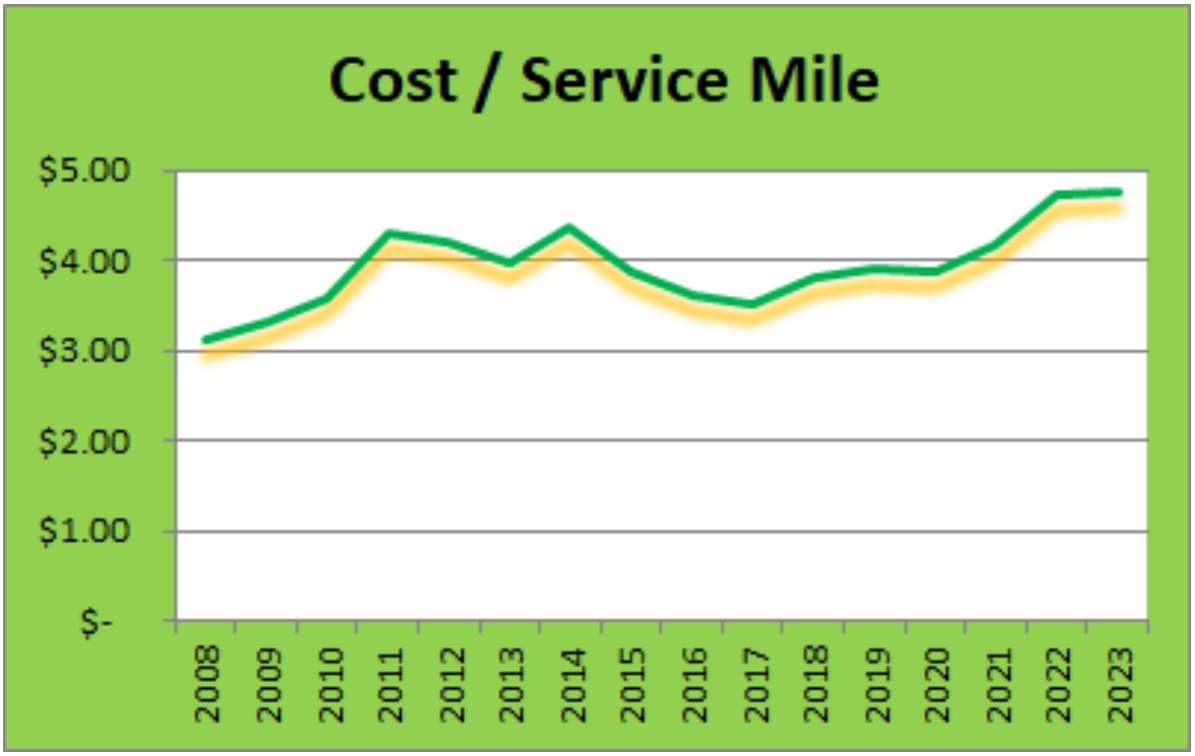


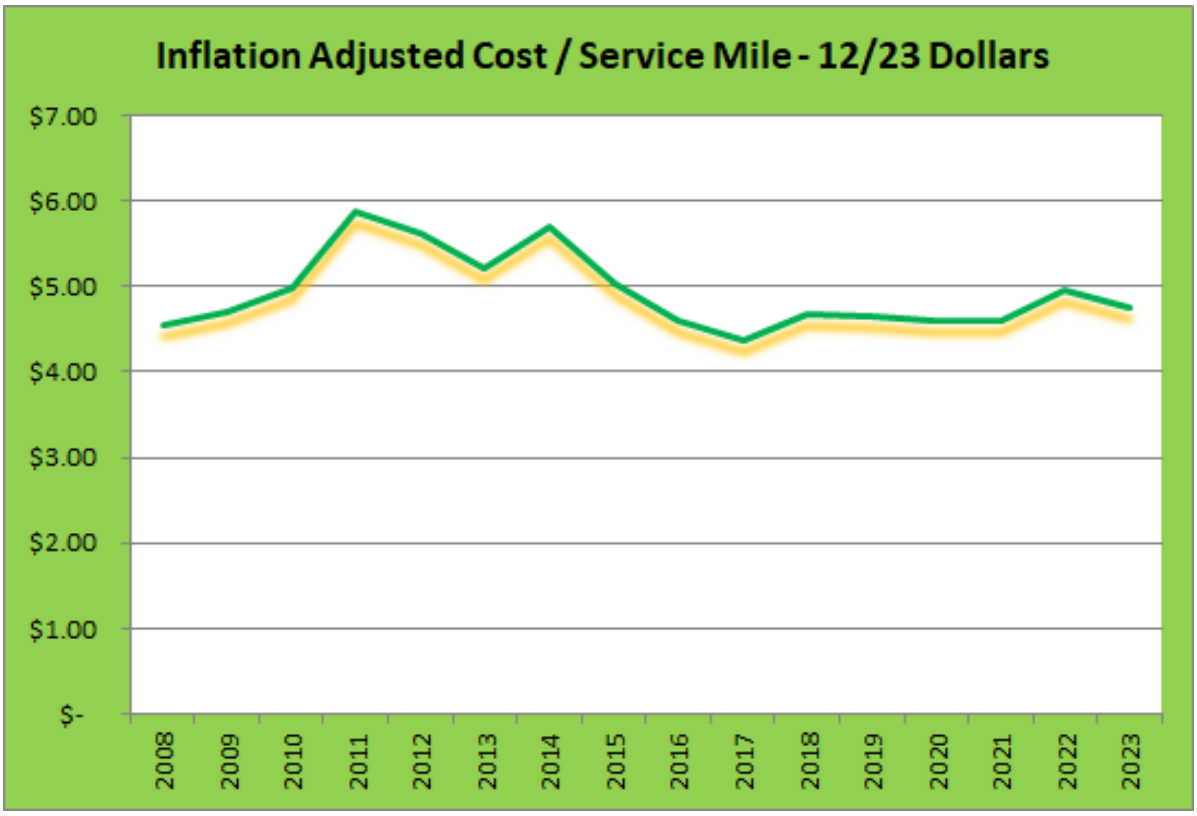
Our cost per passenger dropped from $11.39 in 2022 to 10.93 in 2023.



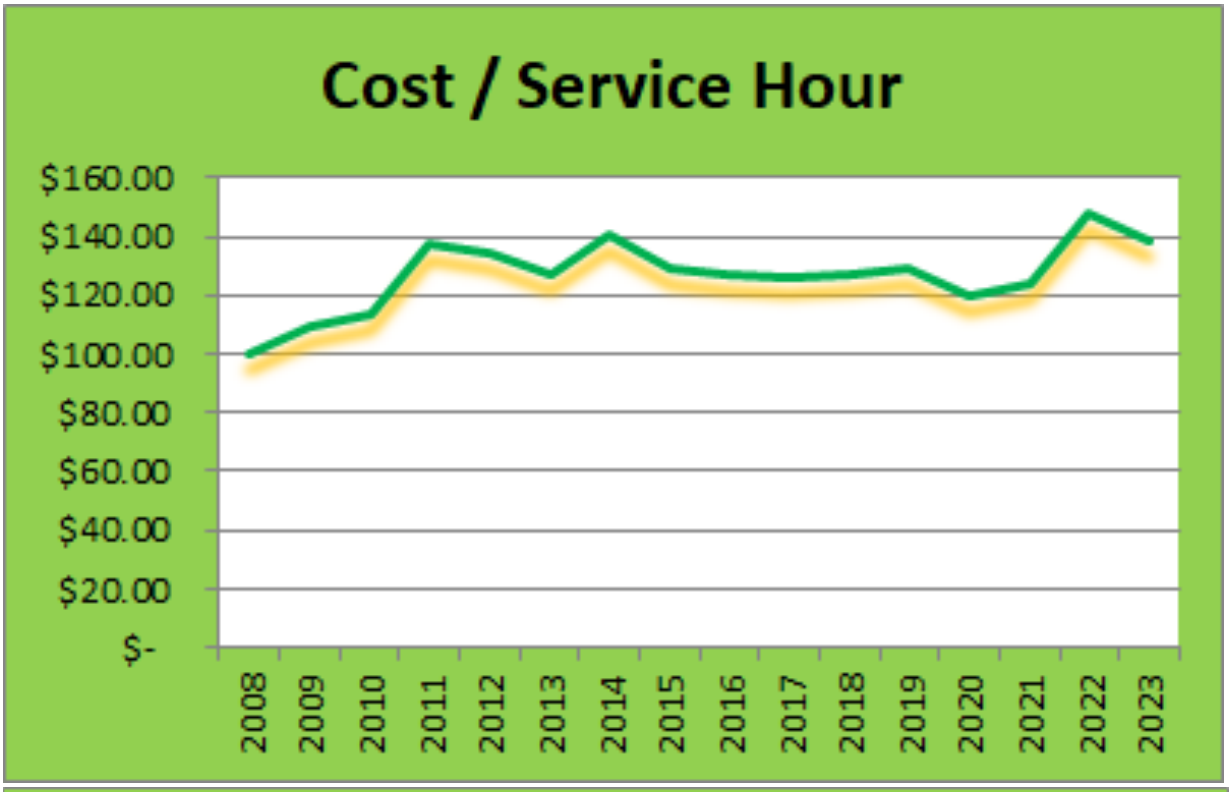


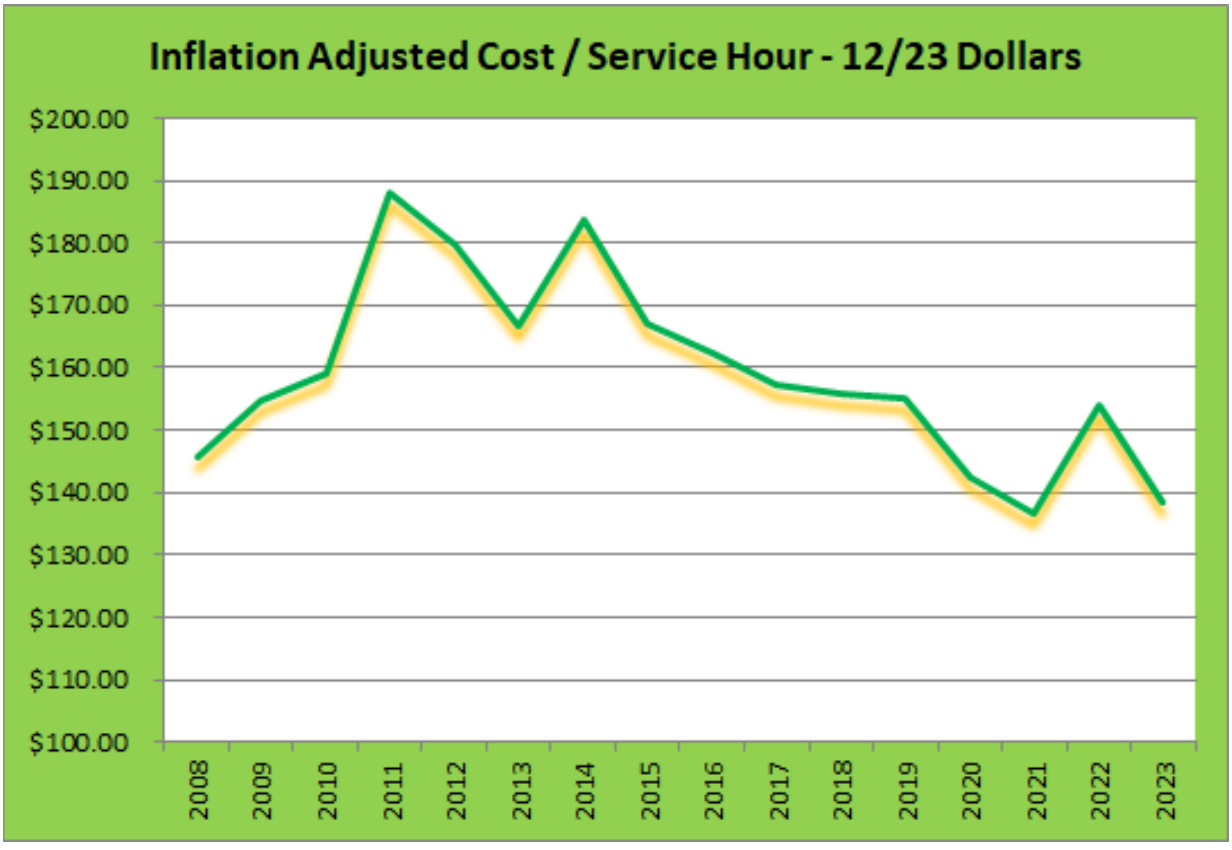
The cost per service mile was $4.75 in 2023.





The cost per service hour was 138.42 in 2023.





Passenger Boardings by Bus Stop – 2023

2023 RTA Bus Boardings by Bus Stop													Northbound							
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
January	31	1,280	807	2,044	2,007	2,430	2,750	1,724	1,759	2,365	465	677	1,100	1,662	526	112	75	131	1,143	22,531
February	28	1,204	742	1,799	1,677	2,121	2,287	1,599	1,708	2,012	430	742	1,062	2,032	507	84	98	159	1,306	21,062
March	31	1,093	661	2,109	2,060	2,364	2,044	1,790	1,769	2,330	496	728	1,184	1,972	456	88	132	181	1,385	22,386
April	30	773	289	1,044	1,122	880	688	626	985	979	157	158	249	657	367	41	45	44	228	8,965
May	31	785	227	1,096	1,013	1,001	777	352	921	938	179	129	150	620	507	54	37	28	149	8,456
June	30	984	320	935	1,283	1,157	1,349	591	1,038	1,342	297	348	300	1,233	398	84	76	63	356	11,756
July	31	1,118	265	1,038	1,363	1,549	1,764	627	1,087	1,496	648	411	389	1,766	521	150	213	85	991	14,960
August	31	1,108	326	894	1,386	1,167	2,139	689	1,122	1,386	607	278	241	1,447	429	89	76	46	497	13,498
September	30	874	279	789	1,069	882	1,720	583	1,083	1,234	483	220	260	1,171	417	136	76	61	494	11,414
October	31	923	280	775	1,250	758	1,434	513	990	1,107	245	108	176	856	468	78	63	26	356	9,938
November	30	1,064	236	979	1,246	1,059	1,479	699	1,003	1,236	269	255	273	1,025	551	86	72	74	369	11,424
December	31	1,614	586	1,491	2,182	2,213	3,523	1,581	1,713	2,565	551	897	889	2,604	502	101	134	279	1,317	24,240
Total	**365**	**12,820**	**5,018**	**14,993**	**17,658**	**17,581**	**21,954**	**11,374**	**15,178**	**18,990**	**4,827**	**4,951**	**6,273**	**17,045**	**5,649**	**1,103**	**1,097**	**1,177**	**8,591**	**180,630**
Avg / Day		**35.1**	**13.7**	**41.1**	**48.4**	**48.2**	**60.1**	**31.2**	**41.6**	**52.0**	**13.2**	**13.6**	**17.2**	**46.7**	**15.5**	**3.0**	**3.0**	**3.2**	**23.5**	**494.9**

2022-2023 Winter RTA Bus Boardings by Bus Stop										Southbound			
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
January	31	11,064	5,274	225	103	85	577	1,923	497	32	325	270	18,452
February	28	9,768	5,441	83	104	90	588	2,045	387	42	365	272	17,140
March	31	10,553	5,984	131	93	134	612	1,758	494	54	325	237	18,617
April	30	1,447	624	950	1,009	718	607	616	910	816	156	97	7,334
May	31	1,365	3,647	43	121	204	562	885	228	33	427	227	6,857
June	30	2,195	5,189	65	120	229	533	948	310	88	283	362	9,374
July	31	3,184	6,270	92	144	201	594	1,344	408	135	299	312	11,639
August	31	2,814	5,636	51	169	223	597	1,059	360	51	344	293	10,538
September	30	2,258	5,366	94	132	152	517	1,246	253	59	435	221	9,487
October	31	1,746	4,594	61	109	184	568	926	169	49	427	241	8,148
November	30	3,241	3,939	29	128	130	569	918	262	53	369	240	8,960
December	31	10,742	6,854	94	111	209	601	2428	429	111	376	431	19,958
Total	**365**	**60,377**	**58,818**	**1,918**	**2,343**	**2,559**	**6,925**	**16,096**	**4,707**	**1,523**	**4,131**	**3,203**	**146,504**
Avg / Day		**165.4**	**161.1**	**5.3**	**6.4**	**7.0**	**19.0**	**44.1**	**12.9**	**4.2**	**11.3**	**8.8**	**401.4**

Notes:

- Most of the bus stops in the City of Gunnison have between 13,000 and 20,000 passenger boardings. This likely means that the stops are spread equitably throughout the community and that the route through the City is working well for our passengers.
- Boardings in Mt. Crested Butte are higher than in Crested Butte in the winter months, while the opposite is true during the summer months.

Winter 2022-23 GVRTA On-Time Performance

Southbound - Crested Butte 4-Way

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	8	280	280	92.5%	96.1%	97.9%	1.4%	0.7%
December	31	1,085	1,078	90.7%	95.6%	97.2%	1.8%	1.0%
January	31	1,085	1,060	85.8%	94.1%	96.4%	3.1%	0.5%
February	28	980	976	91.8%	97.4%	99.0%	0.5%	0.5%
March	31	1,085	1,070	86.5%	92.3%	95.2%	2.5%	2.2%
April	2	70	68	92.6%	97.1%	98.5%	0.0%	1.5%
Total	**131**	**4,585**	**4,532**	**88.9%**	**94.9%**	**97.0%**	**1.9%**	**1.1%**

Northbound - Spencer and Hwy 135

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	8	280	280	89.3%	93.6%	96.4%	1.1%	2.5%
December	31	1,085	1,078	87.7%	94.9%	97.2%	1.6%	1.2%
January	31	1,085	1,063	81.2%	91.9%	96.0%	2.4%	1.6%
February	28	980	975	87.4%	96.1%	98.3%	1.1%	0.6%
March	31	1,085	1,070	84.2%	93.4%	95.1%	2.8%	2.1%
April	2	70	70	85.7%	95.7%	97.1%	0.0%	2.9%
Total	**131**	**4,585**	**4,536**	**85.3%**	**94.0%**	**96.6%**	**1.9%**	**1.5%**

			Average:	**87.1%**	**94.5%**	**96.8%**	**1.9%**	**1.3%**

Spring, Summer, Fall - 2023 GVRTA On-Time Performance

Southbound - Crested Butte 4-Way

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	28	784	782	98.3%	99.2%	99.2%	0.3%	0.5%
May	31	868	864	96.6%	99.3%	99.4%	0.1%	0.5%
June	30	840	837	94.5%	98.0%	98.7%	0.6%	0.7%
July	31	868	865	89.7%	98.6%	99.2%	0.2%	0.6%
August	31	868	862	91.4%	96.8%	98.5%	0.8%	0.7%
September	30	840	830	95.7%	99.6%	99.8%	0.1%	0.1%
October	31	868	868	97.6%	99.7%	99.8%	0.2%	0.0%
November	21	588	586	96.9%	99.7%	99.7%	0.3%	0.0%
Total	**233**	**6,524**	**6,494**	**95.0%**	**98.8%**	**99.3%**	**0.3%**	**0.4%**

Northbound - Spencer and Hwy 135

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	28	784	782	98.1%	99.5%	99.6%	0.0%	0.4%
May	31	868	866	95.8%	98.6%	98.7%	0.2%	1.0%
June	30	840	837	91.6%	97.8%	98.8%	0.2%	1.0%
July	31	868	865	87.9%	96.0%	97.6%	0.3%	2.1%
August	31	868	864	88.5%	95.0%	96.3%	1.4%	2.3%
September	30	840	829	93.5%	98.9%	99.5%	0.2%	0.2%
October	31	868	867	96.2%	98.0%	99.1%	0.5%	0.5%
November	21	588	586	95.1%	99.0%	99.1%	0.3%	0.5%
Total	**233**	**6,524**	**6,496**	**93.2%**	**97.8%**	**98.6%**	**0.4%**	**1.0%**

			Average:	**94.1%**	**98.3%**	**98.9%**	**0.4%**	**0.7%**

GVRTA GHG Emissions Analysis

GHG Emissions Produced and Reduced by the GVRTA

2023	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	146	7,988	7,842	0.191	23,694	0.578
February	38,202	1,951	11,018	3,389	107,500	493,820	386,320	10.113	163	7,446	7,283	0.191	21,896	0.573
March	41,003	2,140	13,495	2,103	110,812	530,027	419,216	10.224	108	7,991	7,884	0.192	26,816	0.654
April	16,010	1,702	8,636	2,720	84,901	206,954	122,053	7.624	130	3,120	2,990	0.187	17,162	1.072
May	15,315	1,730	9,081	2,948	90,172	197,970	107,798	7.039	141	2,985	2,844	0.186	18,045	1.178
June	21,130	1,674	10,666	1,788	88,863	273,138	184,275	8.721	91	4,118	4,027	0.191	21,194	1.003
July	26,599	1,730	12,006	1,617	95,999	343,833	247,834	9.317	85	5,184	5,100	0.192	23,858	0.897
August	24,036	1,726	10,891	1,679	89,247	310,702	221,456	9.213	86	4,685	4,598	0.191	21,642	0.900
September	20,901	1,659	10,056	2,017	87,158	270,178	183,019	8.756	100	4,074	3,973	0.190	19,984	0.956
October	18,086	1,735	11,182	1,639	90,768	233,790	143,021	7.908	85	3,525	3,440	0.190	22,221	1.229
November	21,229	1,900	13,182	1,222	99,772	274,418	174,645	8.227	68	4,138	4,069	0.192	26,195	1.234
December	44,198	2,513	16,125	2,327	130,518	571,327	440,809	9.974	120	8,614	8,494	0.192	32,043	0.725
Total	**327,692**	**22,583**	**138,260**	**26,447**	**1,185,204**	**4,235,926**	**3,050,722**	**9.310**	**1,323**	**63,867**	**62,545**	**0.191**	**274,750**	**0.838**

Automobile emissions vs. GVRTA bus emissions:

4.06 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.33 average GVRTA bus trips.

The RTA averaged 14.5 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 52.482 Kg of CO2 emissions and 0.0586 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

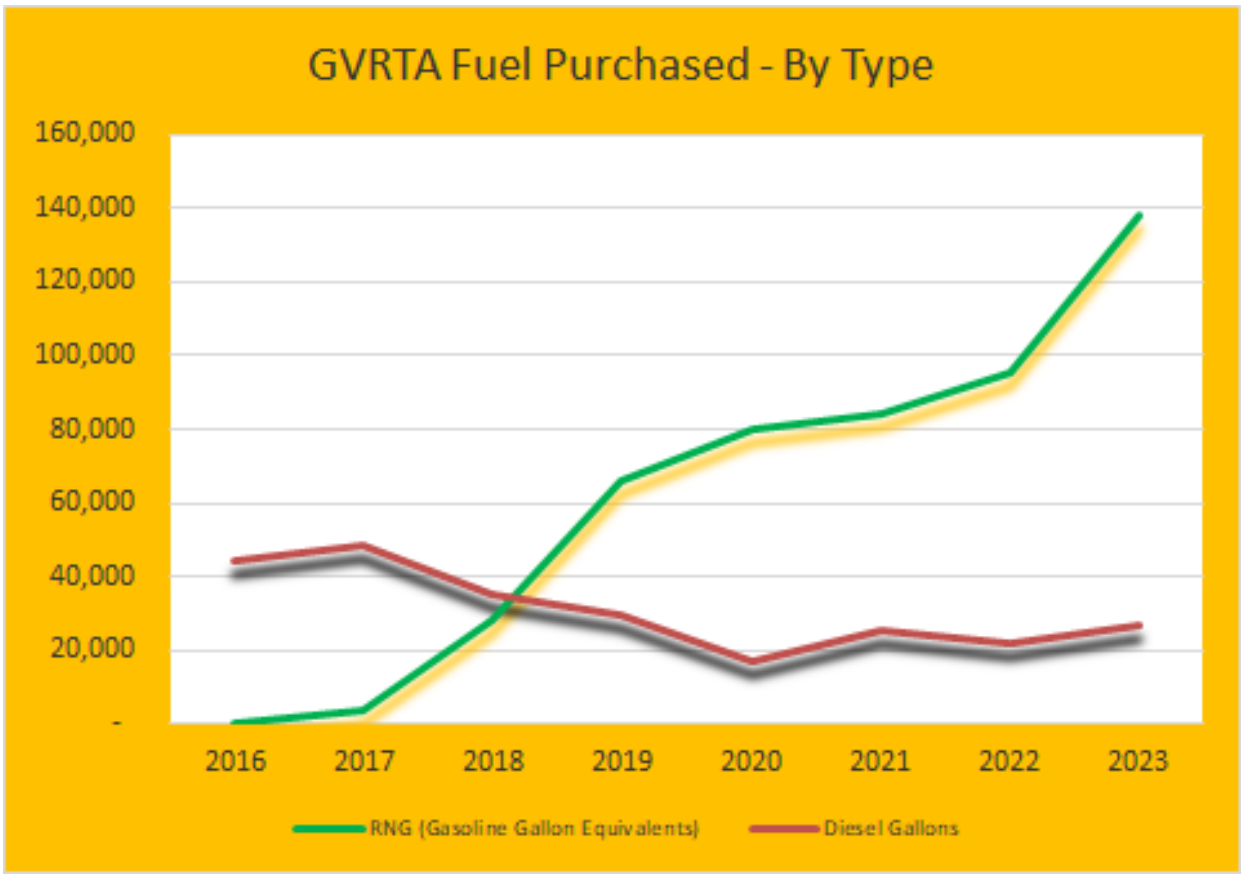
A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.


GVRTA Fuel Purchased - By Type
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
-
2016
2017
2018
2019
2020
2021
2022
2023
RNG (Gasoline Gallon Equivalents)
Diesel Gallons

2023 Miles per Bus:

Miles / Bus 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817	-	-	4,874	70,481	70,910
February	9,478	11,125	6,475	16,604	5,546	1,375	5,862	8,605	-	-	2,076	67,146	65,189
March	9,986	4,409	9,704	9,041	9,678	9,670	7,726	9,450	-	-	1,684	71,348	71,604
April	9,433	8,869	6,018	5,627	6,053	5,316	7,640	6,043	-	-	2,016	57,015	57,296
May	7,188	10,176	7,353	6,521	7,786	4,181	7,605	5,658	-	-	2,368	58,836	57,934
June	2,143	9,196	6,084	6,626	6,198	5,435	6,088	2,453	6,135	4,991	1,774	57,123	55,188
July	5,621	8,281	3,820	5,469	3,290	7,767	8,443	5,492	7,904	7,021	462	63,570	57,652
August	2,475	2,983	5,369	3,229	5,163	4,900	7,913	2,880	8,239	7,378	2,572	53,101	57,653
September	8,264	5,402	2,438	3,793	6,333	6,288	6,051	6,001	6,099	5,102	1,370	57,141	55,558
October	2,028	7,127	747	4,961	6,513	6,077	5,756	7,218	7,546	7,730	3,407	59,110	58,293
November	0	7,890	5,233	6,060	7,327	8,476	7,349	7,015	5,689	7,784	1,856	64,679	63,637
December	7,735	8,781	3,077	8,806	9,156	8,190	8,733	8,658	8,622	9,920	7,167	88,845	83,524
Total	**70,138**	**95,275**	**63,935**	**85,180**	**81,388**	**76,124**	**85,279**	**79,290**	**50,234**	**49,926**	**31,626**	**768,395**	**754,438**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**555,102**	**569,106**	**452,316**	**403,010**	**364,979**	**401,095**	**278,817**	**170,515**	**52,041**	**51,622**			

2023 Repairs per Bus:

Repairs / Bus 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 6,558	$ 430	$ 17,452	$ 3,370	$ 692	$ 1,328	$ 143	$ 929			$ 29,548	$ 60,450
February	$ 1,026	$ 1,259	$ 2,441	$ 1,016	$ 595	$ 1,148	$ 369	$ 1,060			$ 21,589	$ 30,503
March	$ 918	$ 1,192	$ 4,708	$ -	$ 4,780	$ 60	$ 15,518	$ 380			$ 18,548	$ 46,104
April	$ 1,153	$ 1,116	$ 2,780	$ 764	$ 1,294	$ 1,115	$ 359	$ 631			$ 30,307	$ 39,519
May	$ 2,775	$ 1,120	$ 1,378	$ 2,470	$ 997	$ 3,191	$ 4,213	$ 1,841			$ 29,975	$ 47,960
June	$ 1,313	$ 1,804	$ 947	$ 487	$ 631	$ 7,812	$ 825	$ 43			$ 13,519	$ 27,381
July	$ 2,364	$ 108	$ 930	$ 2,552	$ 2,573	$ 631	$ 774				$ 7,444	$ 17,376
August	$ 4,134	$ 346	$ 2,825	$ 931	$ 12,050	$ 3,571	$ (12,915)	$ 30	$ -	$ 631	$ 28,197	$ 39,800
September	$ 632	$ 3,076	$ 2,123	$ 1,610	$ 3,112	$ 2,984	$ 1,608	$ 108	$ 430	$ -	$ 26,683	$ 42,366
October	$ 3,675	$ 1,414	$ 2,649	$ 3,223	$ -	$ 1,347	$ 367	$ 907	$ 631	$ 1,623	$ 20,114	$ 35,950
November	$ -	$ 671	$ 857	$ 2,109	$ 1,049	$ 746	$ 287	$ 1,218	$ 1,705	$ 265	$ 24,946	$ 33,853
December	$ 2,789	$ 794	$ 3,957	$ 688	$ 1,496	$ 1,427	$ 924	$ 301	$ 959	$ 859	$ 15,455	$ 29,649
Total	**$ 27,337**	**$ 13,330**	**$ 43,047**	**$ 19,220**	**$ 29,269**	**$ 25,360**	**$ 12,472**	**$ 7,448**	**$ 3,725**	**$ 3,378**	**$ 266,325**	**$ 450,911**

Senior Report –2023:

Ridership on the RTA Funded Senior Services - 2023

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	937	240	1,177	3,424	3,989	7,413	$ 18,197	$ 7,801	$ 25,998
February	948	253	1,201	3,465	2,854	6,319	$ 20,970	$ 7,594	$ 28,564
March	1,034	155	1,189	3,241	2,953	6,194	$ 22,494	$ 5,838	$ 28,332
April	1,090	337	1,427	3,547	4,167	7,714	$ 23,384	$ 7,111	$ 30,495
May	927	270	1,197	3,137	3,635	6,772	$ 24,928	$ 8,097	$ 33,025
June	819	270	1,089	3,356	3,799	7,155	$ 24,213	$ 7,279	$ 31,492
July	843	275	1,118	3,474	3,608	7,082	$ 17,531	$ 9,054	$ 26,585
August	866	418	1,284	3,024	4,344	7,368	$ 20,983	$ 8,077	$ 29,060
September	850	330	1,180	3,405	4,557	7,962	$ 21,637	$ 8,137	$ 29,774
October	977	261	1,238	3,679	3,966	7,645	$ 23,999	$ 8,160	$ 32,159
November	982	212	1,194	3,070	2,670	5,740	$ 23,041	$ 6,404	$ 29,445
December	1,027	177	1,204	3,399	2,711	6,110	$ 23,658	$ 5,283	$ 28,941
Total	**11,300**	**3,198**	**14,498**	**40,221**	**43,253**	**83,474**	**$ 265,035**	**$ 88,835**	**$ 353,870**

MEMO

February 16, 2024 Board Meeting Packet
To: RTA Board of Directors
From Scott Truex, Executive Director
Re: 2024 Spring, Summer, and Fall Commuter Bus Schedules

Board Members,

The agenda for this meeting includes a discussion and a request for a decision regarding the bus schedules for spring, summer, and fall. We have three options for the schedules that I would like you to consider. The proposed possible schedules are on the following three pages. I have also included a financial projection for 2024 which includes the 28 trip schedule for reference.

Option 1: 28 round-trip schedule

- This is what we have budgeted for and what we ran last year.
- Includes (approx.) 30-35 minute headways from 5:30 a.m. to 1 p.m., 40-45 minute headways from 1 p.m. until 4:15 p.m., 30-35 minute headways from 4:15 p.m. to 7 p.m. and 60-65 minute headways from 7 p.m. until 11:15 p.m.
- Cost: Currently budgeted.
- Projected year-end fund balance: $6,220,000

Option 2: 29 round-trip schedule

- Includes (approx.) 30-35 minute headways from 5:30 a.m. to 7 p.m. and 60-65 minute headways from 7 p.m. until 11:15 p.m.
- Cost: Approximately $73k more than currently budgeted.
- Projected year-end fund balance: $6,147,000

Option 3: 33 round-trip schedule

- Includes 30-35 minute headways all day long.
- Cost: Approximately $364k more than currently budgeted.
- Projected year-end fund balance: $5,856,000.

Our original budget called for a year-end fund balance of $6,039,000. However, after we adopted the budget, we decided to purchase the land across the alley from the shop in late 2023, which cost $318,000 so the projected year-end fund balance was adjusted to $5,721,000.

These financial numbers are based upon 2024 sales tax revenues being flat to last year. I am currently waiting for December sales tax results and will bring them to the board meeting and hope to be able to give you updated financial trends after we see those numbers.

Spring, Summer, Fall Bus Blocks **28 Trip**

NORTHBOUND

Gunnison to Mt. Crested Butte

Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway (Pine & Hwy 50)	Teller & Hwy 50	Western (Colorado & Ohio)	Denver & Hwy 135	Spencer & Hwy 135	Tall Texan	Ohio Creek	Almont	CB South (Red Mt. Park)	Riverland	Brush Creek	Riverbend	Crested Butte 4-Way	Mt. CB Transit Center
5:21 AM	5:24 AM	5:25 AM	5:27 AM	5:29 AM	5:32 AM	5:34 AM	5:38 AM	5:40 AM	5:42 AM	5:43 AM	5:50 AM	6:05 AM	6:11 AM	6:12 AM	6:13 AM	6:17 AM	6:25 AM
5:56 AM	5:59 AM	6:00 AM	6:02 AM	6:04 AM	6:07 AM	6:09 AM	6:13 AM	6:15 AM	6:17 AM	6:18 AM	6:25 AM	6:40 AM	6:46 AM	6:47 AM	6:48 AM	6:52 AM	7:00 AM
6:26 AM	6:29 AM	6:30 AM	6:32 AM	6:34 AM	6:37 AM	6:39 AM	6:43 AM	6:45 AM	6:47 AM	6:48 AM	6:55 AM	7:10 AM	7:16 AM	7:17 AM	7:18 AM	7:22 AM	7:30 AM
6:56 AM	6:59 AM	7:00 AM	7:02 AM	7:04 AM	7:07 AM	7:09 AM	7:13 AM	7:15 AM	7:17 AM	7:18 AM	7:25 AM	7:40 AM	7:46 AM	7:47 AM	7:48 AM	7:52 AM	8:00 AM
7:26 AM	7:29 AM	7:30 AM	7:32 AM	7:34 AM	7:37 AM	7:39 AM	7:43 AM	7:45 AM	7:47 AM	7:48 AM	7:55 AM	8:10 AM	8:16 AM	8:17 AM	8:18 AM	8:22 AM	8:30 AM
8:01 AM	8:04 AM	8:05 AM	8:07 AM	8:09 AM	8:12 AM	8:14 AM	8:18 AM	8:20 AM	8:22 AM	8:23 AM	8:30 AM	8:45 AM	8:51 AM	8:52 AM	8:53 AM	8:57 AM	9:05 AM
8:31 AM	8:34 AM	8:35 AM	8:37 AM	8:39 AM	8:42 AM	8:44 AM	8:48 AM	8:50 AM	8:52 AM	8:53 AM	9:00 AM	9:15 AM	9:21 AM	9:22 AM	9:23 AM	9:27 AM	9:35 AM
9:01 AM	9:04 AM	9:05 AM	9:07 AM	9:09 AM	9:12 AM	9:14 AM	9:18 AM	9:20 AM	9:22 AM	9:23 AM	9:30 AM	9:45 AM	9:51 AM	9:52 AM	9:53 AM	9:57 AM	10:05 AM
9:31 AM	9:34 AM	9:35 AM	9:37 AM	9:39 AM	9:42 AM	9:44 AM	9:48 AM	9:50 AM	9:52 AM	9:53 AM	10:00 AM	10:15 AM	10:21 AM	10:22 AM	10:23 AM	10:27 AM	10:35 AM
10:06 AM	10:09 AM	10:10 AM	10:12 AM	10:14 AM	10:17 AM	10:19 AM	10:23 AM	10:25 AM	10:27 AM	10:28 AM	10:35 AM	10:50 AM	10:56 AM	10:57 AM	10:58 AM	11:02 AM	11:10 AM
10:36 AM	10:39 AM	10:40 AM	10:42 AM	10:44 AM	10:47 AM	10:49 AM	10:53 AM	10:55 AM	10:57 AM	10:58 AM	11:05 AM	11:20 AM	11:26 AM	11:27 AM	11:28 AM	11:32 AM	11:40 AM
11:06 AM	11:09 AM	11:10 AM	11:12 AM	11:14 AM	11:17 AM	11:19 AM	11:23 AM	11:25 AM	11:27 AM	11:28 AM	11:35 AM	11:50 AM	11:56 AM	11:57 AM	11:58 AM	12:02 PM	12:10 PM
11:36 AM	11:39 AM	11:40 AM	11:42 AM	11:44 AM	11:47 AM	11:49 AM	11:53 AM	11:55 AM	11:57 AM	11:58 AM	12:05 PM	12:20 PM	12:26 PM	12:27 PM	12:28 PM	12:32 PM	12:40 PM
12:11 PM	12:14 PM	12:15 PM	12:17 PM	12:19 PM	12:22 PM	12:24 PM	12:28 PM	12:30 PM	12:32 PM	12:33 PM	12:40 PM	12:55 PM	1:01 PM	1:02 PM	1:03 PM	1:07 PM	1:15 PM
12:46 PM	12:49 PM	12:50 PM	12:52 PM	12:54 PM	12:57 PM	12:59 PM	1:03 PM	1:05 PM	1:07 PM	1:08 PM	1:15 PM	1:30 PM	1:36 PM	1:37 PM	1:38 PM	1:42 PM	1:50 PM
1:26 PM	1:29 PM	1:30 PM	1:32 PM	1:34 PM	1:37 PM	1:39 PM	1:43 PM	1:45 PM	1:47 PM	1:48 PM	1:55 PM	2:10 PM	2:16 PM	2:17 PM	2:18 PM	2:22 PM	2:30 PM
2:16 PM	2:19 PM	2:20 PM	2:22 PM	2:24 PM	2:27 PM	2:29 PM	2:33 PM	2:35 PM	2:37 PM	2:38 PM	2:45 PM	3:00 PM	3:06 PM	3:07 PM	3:08 PM	3:12 PM	3:20 PM
2:51 PM	2:54 PM	2:55 PM	2:57 PM	2:59 PM	3:02 PM	3:04 PM	3:08 PM	3:10 PM	3:12 PM	3:13 PM	3:20 PM	3:35 PM	3:41 PM	3:42 PM	3:43 PM	3:47 PM	3:55 PM
3:31 PM	3:34 PM	3:35 PM	3:37 PM	3:39 PM	3:42 PM	3:44 PM	3:48 PM	3:50 PM	3:52 PM	3:53 PM	4:00 PM	4:15 PM	4:21 PM	4:22 PM	4:23 PM	4:27 PM	4:35 PM
3:56 PM	3:59 PM	4:00 PM	4:02 PM	4:04 PM	4:07 PM	4:09 PM	4:13 PM	4:15 PM	4:17 PM	4:18 PM	4:25 PM	4:40 PM	4:46 PM	4:47 PM	4:48 PM	4:52 PM	5:00 PM
4:16 PM	4:19 PM	4:20 PM	4:22 PM	4:24 PM	4:27 PM	4:29 PM	4:33 PM	4:35 PM	4:37 PM	4:38 PM	4:45 PM	5:00 PM	5:06 PM	5:07 PM	5:08 PM	5:12 PM	5:20 PM
5:01 PM	5:04 PM	5:05 PM	5:07 PM	5:09 PM	5:12 PM	5:14 PM	5:18 PM	5:20 PM	5:22 PM	5:23 PM	5:30 PM	5:45 PM	5:51 PM	5:52 PM	5:53 PM	5:57 PM	6:05 PM
5:31 PM	5:34 PM	5:35 PM	5:37 PM	5:39 PM	5:42 PM	5:44 PM	5:48 PM	5:50 PM	5:52 PM	5:53 PM	6:00 PM	6:15 PM	6:21 PM	6:22 PM	6:23 PM	6:27 PM	6:35 PM
6:01 PM	6:04 PM	6:05 PM	6:07 PM	6:09 PM	6:12 PM	6:14 PM	6:18 PM	6:20 PM	6:22 PM	6:23 PM	6:30 PM	6:45 PM	6:51 PM	6:52 PM	6:53 PM	6:57 PM	7:05 PM
7:01 PM	7:04 PM	7:05 PM	7:07 PM	7:09 PM	7:12 PM	7:14 PM	7:18 PM	7:20 PM	7:22 PM	7:23 PM	7:30 PM	7:45 PM	7:51 PM	7:52 PM	7:53 PM	7:57 PM	8:05 PM
8:06 PM	8:09 PM	8:10 PM	8:12 PM	8:14 PM	8:17 PM	8:19 PM	8:23 PM	8:25 PM	8:27 PM	8:28 PM	8:35 PM	8:50 PM	8:56 PM	8:57 PM	8:58 PM	9:02 PM	9:10 PM
9:06 PM	9:09 PM	9:10 PM	9:12 PM	9:14 PM	9:17 PM	9:19 PM	9:23 PM	9:25 PM	9:27 PM	9:28 PM	9:35 PM	9:50 PM	9:56 PM	9:57 PM	9:58 PM	10:02 PM	10:10 PM
10:11 PM	10:14 PM	10:15 PM	10:17 PM	10:19 PM	10:22 PM	10:24 PM	10:28 PM	10:30 PM	10:32 PM	10:33 PM	10:40 PM	10:55 PM	11:01 PM	11:02 PM	11:03 PM	11:07 PM	11:15 PM

SOUTHBOUND

Mt CB to Gunn

Mt. CB Transit Center	Crested Butte 4-Way	Riverbend	Brush Creek	Riverland	CB South (Red Mt. Park)	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center
6:40 AM	6:48 AM	6:50 AM	6:51 AM	6:52 AM	7:00 AM	7:14 AM	7:22 AM	7:23 AM	7:26 AM
7:15 AM	7:23 AM	7:25 AM	7:26 AM	7:27 AM	7:35 AM	7:49 AM	7:57 AM	7:58 AM	8:01 AM
7:45 AM	7:53 AM	7:55 AM	7:56 AM	7:57 AM	8:05 AM	8:19 AM	8:27 AM	8:28 AM	8:31 AM
8:15 AM	8:23 AM	8:25 AM	8:26 AM	8:27 AM	8:35 AM	8:49 AM	8:57 AM	8:58 AM	9:01 AM
8:45 AM	8:53 AM	8:55 AM	8:56 AM	8:57 AM	9:05 AM	9:19 AM	9:27 AM	9:28 AM	9:31 AM
9:20 AM	9:28 AM	9:30 AM	9:31 AM	9:32 AM	9:40 AM	9:54 AM	10:02 AM	10:03 AM	10:06 AM
9:50 AM	9:58 AM	10:00 AM	10:01 AM	10:02 AM	10:10 AM	10:24 AM	10:32 AM	10:33 AM	10:36 AM
10:20 AM	10:28 AM	10:30 AM	10:31 AM	10:32 AM	10:40 AM	10:54 AM	11:02 AM	11:03 AM	11:06 AM
10:50 AM	10:58 AM	11:00 AM	11:01 AM	11:02 AM	11:10 AM	11:24 AM	11:32 AM	11:33 AM	11:36 AM
11:25 AM	11:33 AM	11:35 AM	11:36 AM	11:37 AM	11:45 AM	11:59 AM	12:07 PM	12:08 PM	12:11 PM
12:00 PM	12:08 PM	12:10 PM	12:11 PM	12:12 PM	12:20 PM	12:34 PM	12:42 PM	12:43 PM	12:46 PM
12:30 PM	12:38 PM	12:40 PM	12:41 PM	12:42 PM	12:50 PM	1:04 PM	1:12 PM	1:13 PM	1:16 PM
1:00 PM	1:08 PM	1:10 PM	1:11 PM	1:12 PM	1:20 PM	1:34 PM	1:42 PM	1:43 PM	1:46 PM
1:30 PM	1:38 PM	1:40 PM	1:41 PM	1:42 PM	1:50 PM	2:04 PM	2:12 PM	2:13 PM	2:16 PM
2:05 PM	2:13 PM	2:15 PM	2:16 PM	2:17 PM	2:25 PM	2:39 PM	2:47 PM	2:48 PM	2:51 PM
2:45 PM	2:53 PM	2:55 PM	2:56 PM	2:57 PM	3:05 PM	3:19 PM	3:27 PM	3:28 PM	3:31 PM
3:30 PM	3:38 PM	3:40 PM	3:41 PM	3:42 PM	3:50 PM	4:04 PM	4:12 PM	4:13 PM	4:16 PM
4:15 PM	4:23 PM	4:25 PM	4:26 PM	4:27 PM	4:35 PM	4:49 PM	4:57 PM	4:58 PM	5:01 PM
4:45 PM	4:53 PM	4:55 PM	4:56 PM	4:57 PM	5:05 PM	5:19 PM	5:27 PM	5:28 PM	5:31 PM
5:15 PM	5:23 PM	5:25 PM	5:26 PM	5:27 PM	5:35 PM	5:49 PM	5:57 PM	5:58 PM	6:01 PM
5:45 PM	5:53 PM	5:55 PM	5:56 PM	5:57 PM	6:05 PM	6:19 PM	6:27 PM	6:28 PM	6:31 PM
6:15 PM	6:23 PM	6:25 PM	6:26 PM	6:27 PM	6:35 PM	6:49 PM	6:57 PM	6:58 PM	7:01 PM
6:50 PM	6:58 PM	7:00 PM	7:01 PM	7:02 PM	7:10 PM	7:24 PM	7:32 PM	7:33 PM	7:36 PM
7:20 PM	7:28 PM	7:30 PM	7:31 PM	7:32 PM	7:40 PM	7:54 PM	8:02 PM	8:03 PM	8:06 PM
8:20 PM	8:28 PM	8:30 PM	8:31 PM	8:32 PM	8:40 PM	8:54 PM	9:02 PM	9:03 PM	9:06 PM
9:25 PM	9:33 PM	9:35 PM	9:36 PM	9:37 PM	9:45 PM	9:59 PM	10:07 PM	10:08 PM	10:11 PM
10:25 PM	10:33 PM	10:35 PM	10:36 PM	10:37 PM	10:45 PM	10:59 PM	11:07 PM	11:08 PM	11:11 PM
11:30 PM	11:38 PM	11:40 PM	11:41 PM	11:42 PM	11:50 PM	12:04 AM	12:12 AM	12:13 AM	12:16 AM

Headways	
NB	SB
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:35
0:30	0:30
0:30	0:30
0:35	0:30
0:35	0:35
0:40	0:40
0:50	0:45
0:35	0:45
0:40	0:30
0:25	0:30
0:20	0:30
0:45	0:30
0:30	0:35
0:30	0:30
1:00	1:00
1:05	1:05
1:00	1:00
1:05	1:05

Summer Bus Blocks **29 Trip**

NORTHBOUND

Gunnison to Mt. Crested Butte

Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway (Pine & Hwy 50)	Teller & Hwy 50	Western (Colorado & Ohio)	Denver & Hwy 135	Spencer & Hwy 135	Tall Texan	Ohio Creek	Almont	CB South (Red Mt. Park)	Riverland	Brush Creek	Riverbend	Crested Butte 4-Way	Mt. CB Transit Center
5:21 AM	5:24 AM	5:25 AM	5:27 AM	5:29 AM	5:32 AM	5:34 AM	5:38 AM	5:40 AM	5:42 AM	5:43 AM	5:50 AM	6:06 AM	6:12 AM	6:13 AM	6:14 AM	6:19 AM	6:27 AM
5:51 AM	5:54 AM	5:55 AM	5:57 AM	5:59 AM	6:02 AM	6:04 AM	6:08 AM	6:10 AM	6:12 AM	6:13 AM	6:20 AM	6:36 AM	6:42 AM	6:43 AM	6:44 AM	6:49 AM	6:57 AM
6:21 AM	6:24 AM	6:25 AM	6:27 AM	6:29 AM	6:32 AM	6:34 AM	6:38 AM	6:40 AM	6:42 AM	6:43 AM	6:50 AM	7:06 AM	7:12 AM	7:13 AM	7:14 AM	7:19 AM	7:27 AM
6:56 AM	6:59 AM	7:00 AM	7:02 AM	7:04 AM	7:07 AM	7:09 AM	7:13 AM	7:15 AM	7:17 AM	7:18 AM	7:25 AM	7:41 AM	7:47 AM	7:48 AM	7:49 AM	7:54 AM	8:02 AM
7:26 AM	7:29 AM	7:30 AM	7:32 AM	7:34 AM	7:37 AM	7:39 AM	7:43 AM	7:45 AM	7:47 AM	7:48 AM	7:55 AM	8:11 AM	8:17 AM	8:18 AM	8:19 AM	8:24 AM	8:32 AM
7:56 AM	7:59 AM	8:00 AM	8:02 AM	8:04 AM	8:07 AM	8:09 AM	8:13 AM	8:15 AM	8:17 AM	8:18 AM	8:25 AM	8:41 AM	8:47 AM	8:48 AM	8:49 AM	8:54 AM	9:02 AM
8:26 AM	8:29 AM	8:30 AM	8:32 AM	8:34 AM	8:37 AM	8:39 AM	8:43 AM	8:45 AM	8:47 AM	8:48 AM	8:55 AM	9:11 AM	9:17 AM	9:18 AM	9:19 AM	9:24 AM	9:32 AM
9:01 AM	9:04 AM	9:05 AM	9:07 AM	9:09 AM	9:12 AM	9:14 AM	9:18 AM	9:20 AM	9:22 AM	9:23 AM	9:30 AM	9:46 AM	9:52 AM	9:53 AM	9:54 AM	9:59 AM	10:07 AM
9:31 AM	9:34 AM	9:35 AM	9:37 AM	9:39 AM	9:42 AM	9:44 AM	9:48 AM	9:50 AM	9:52 AM	9:53 AM	10:00 AM	10:16 AM	10:22 AM	10:23 AM	10:24 AM	10:29 AM	10:37 AM
10:01 AM	10:04 AM	10:05 AM	10:07 AM	10:09 AM	10:12 AM	10:14 AM	10:18 AM	10:20 AM	10:22 AM	10:23 AM	10:30 AM	10:46 AM	10:52 AM	10:53 AM	10:54 AM	10:59 AM	11:07 AM
10:31 AM	10:34 AM	10:35 AM	10:37 AM	10:39 AM	10:42 AM	10:44 AM	10:48 AM	10:50 AM	10:52 AM	10:53 AM	11:00 AM	11:16 AM	11:22 AM	11:23 AM	11:24 AM	11:29 AM	11:37 AM
11:01 AM	11:04 AM	11:05 AM	11:07 AM	11:09 AM	11:12 AM	11:14 AM	11:18 AM	11:20 AM	11:22 AM	11:23 AM	11:30 AM	11:46 AM	11:52 AM	11:53 AM	11:54 AM	11:59 AM	12:07 PM
11:36 AM	11:39 AM	11:40 AM	11:42 AM	11:44 AM	11:47 AM	11:49 AM	11:53 AM	11:55 AM	11:57 AM	11:58 AM	12:05 PM	12:21 PM	12:27 PM	12:28 PM	12:29 PM	12:34 PM	12:42 PM
12:06 PM	12:09 PM	12:10 PM	12:12 PM	12:14 PM	12:17 PM	12:19 PM	12:23 PM	12:25 PM	12:27 PM	12:28 PM	12:35 PM	12:51 PM	12:57 PM	12:58 PM	12:59 PM	1:04 PM	1:12 PM
12:36 PM	12:39 PM	12:40 PM	12:42 PM	12:44 PM	12:47 PM	12:49 PM	12:53 PM	12:55 PM	12:57 PM	12:58 PM	1:05 PM	1:21 PM	1:27 PM	1:28 PM	1:29 PM	1:34 PM	1:42 PM
1:06 PM	1:09 PM	1:10 PM	1:12 PM	1:14 PM	1:17 PM	1:19 PM	1:23 PM	1:25 PM	1:27 PM	1:28 PM	1:35 PM	1:51 PM	1:57 PM	1:58 PM	1:59 PM	2:04 PM	2:12 PM
1:41 PM	1:44 PM	1:45 PM	1:47 PM	1:49 PM	1:52 PM	1:54 PM	1:58 PM	2:00 PM	2:02 PM	2:03 PM	2:10 PM	2:26 PM	2:32 PM	2:33 PM	2:34 PM	2:39 PM	2:47 PM
2:11 PM	2:14 PM	2:15 PM	2:17 PM	2:19 PM	2:22 PM	2:24 PM	2:28 PM	2:30 PM	2:32 PM	2:33 PM	2:40 PM	2:56 PM	3:02 PM	3:03 PM	3:04 PM	3:09 PM	3:17 PM
2:41 PM	2:44 PM	2:45 PM	2:47 PM	2:49 PM	2:52 PM	2:54 PM	2:58 PM	3:00 PM	3:02 PM	3:03 PM	3:10 PM	3:26 PM	3:32 PM	3:33 PM	3:34 PM	3:39 PM	3:47 PM
3:11 PM	3:14 PM	3:15 PM	3:17 PM	3:19 PM	3:22 PM	3:24 PM	3:28 PM	3:30 PM	3:32 PM	3:33 PM	3:40 PM	3:56 PM	4:02 PM	4:03 PM	4:04 PM	4:09 PM	4:17 PM
3:46 PM	3:49 PM	3:50 PM	3:52 PM	3:54 PM	3:57 PM	3:59 PM	4:03 PM	4:05 PM	4:07 PM	4:08 PM	4:15 PM	4:31 PM	4:37 PM	4:38 PM	4:39 PM	4:44 PM	4:52 PM
4:16 PM	4:19 PM	4:20 PM	4:22 PM	4:24 PM	4:27 PM	4:29 PM	4:33 PM	4:35 PM	4:37 PM	4:38 PM	4:45 PM	5:01 PM	5:07 PM	5:08 PM	5:09 PM	5:14 PM	5:22 PM
4:46 PM	4:49 PM	4:50 PM	4:52 PM	4:54 PM	4:57 PM	4:59 PM	5:03 PM	5:05 PM	5:07 PM	5:08 PM	5:15 PM	5:31 PM	5:37 PM	5:38 PM	5:39 PM	5:44 PM	5:52 PM
5:16 PM	5:19 PM	5:20 PM	5:22 PM	5:24 PM	5:27 PM	5:29 PM	5:33 PM	5:35 PM	5:37 PM	5:38 PM	5:45 PM	6:01 PM	6:07 PM	6:08 PM	6:09 PM	6:14 PM	6:22 PM
5:46 PM	5:49 PM	5:50 PM	5:52 PM	5:54 PM	5:57 PM	5:59 PM	6:03 PM	6:05 PM	6:07 PM	6:08 PM	6:15 PM	6:31 PM	6:37 PM	6:38 PM	6:39 PM	6:44 PM	6:52 PM
6:51 PM	6:54 PM	6:55 PM	6:57 PM	6:59 PM	7:02 PM	7:04 PM	7:08 PM	7:10 PM	7:12 PM	7:13 PM	7:20 PM	7:36 PM	7:42 PM	7:43 PM	7:44 PM	7:49 PM	7:57 PM
7:51 PM	7:54 PM	7:55 PM	7:57 PM	7:59 PM	8:02 PM	8:04 PM	8:08 PM	8:10 PM	8:12 PM	8:13 PM	8:20 PM	8:36 PM	8:42 PM	8:43 PM	8:44 PM	8:49 PM	8:57 PM
8:56 PM	8:59 PM	9:00 PM	9:02 PM	9:04 PM	9:07 PM	9:09 PM	9:13 PM	9:15 PM	9:17 PM	9:18 PM	9:25 PM	9:41 PM	9:47 PM	9:48 PM	9:49 PM	9:54 PM	10:02 PM
9:56 PM	9:59 PM	10:00 PM	10:02 PM	10:04 PM	10:07 PM	10:09 PM	10:13 PM	10:15 PM	10:17 PM	10:18 PM	10:25 PM	10:41 PM	10:47 PM	10:48 PM	10:49 PM	10:54 PM	11:02 PM

SOUTHBOUND

Mt CB to Gunn

Mt. CB Transit Center	Crested Butte 4-Way	Riverbend	Brush Creek	Riverland	CB South (Red Mt. Park)	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center
6:40 AM	6:48 AM	6:50 AM	6:51 AM	6:52 AM	7:00 AM	7:14 AM	7:22 AM	7:23 AM	7:26 AM
7:10 AM	7:18 AM	7:20 AM	7:21 AM	7:22 AM	7:30 AM	7:44 AM	7:52 AM	7:53 AM	7:56 AM
7:40 AM	7:48 AM	7:50 AM	7:51 AM	7:52 AM	8:00 AM	8:14 AM	8:22 AM	8:23 AM	8:26 AM
8:15 AM	8:23 AM	8:25 AM	8:26 AM	8:27 AM	8:35 AM	8:49 AM	8:57 AM	8:58 AM	9:01 AM
8:45 AM	8:53 AM	8:55 AM	8:56 AM	8:57 AM	9:05 AM	9:19 AM	9:27 AM	9:28 AM	9:31 AM
9:15 AM	9:23 AM	9:25 AM	9:26 AM	9:27 AM	9:35 AM	9:49 AM	9:57 AM	9:58 AM	10:01 AM
9:45 AM	9:53 AM	9:55 AM	9:56 AM	9:57 AM	10:05 AM	10:19 AM	10:27 AM	10:28 AM	10:31 AM
10:20 AM	10:28 AM	10:30 AM	10:31 AM	10:32 AM	10:40 AM	10:54 AM	11:02 AM	11:03 AM	11:06 AM
10:50 AM	10:58 AM	11:00 AM	11:01 AM	11:02 AM	11:10 AM	11:24 AM	11:32 AM	11:33 AM	11:36 AM
11:20 AM	11:28 AM	11:30 AM	11:31 AM	11:32 AM	11:40 AM	11:54 AM	12:02 PM	12:03 PM	12:06 PM
11:50 AM	11:58 AM	12:00 PM	12:01 PM	12:02 PM	12:10 PM	12:24 PM	12:32 PM	12:33 PM	12:36 PM
12:20 PM	12:28 PM	12:30 PM	12:31 PM	12:32 PM	12:40 PM	12:54 PM	1:02 PM	1:03 PM	1:06 PM
12:55 PM	1:03 PM	1:05 PM	1:06 PM	1:07 PM	1:15 PM	1:29 PM	1:37 PM	1:38 PM	1:41 PM
1:25 PM	1:33 PM	1:35 PM	1:36 PM	1:37 PM	1:45 PM	1:59 PM	2:07 PM	2:08 PM	2:11 PM
1:55 PM	2:03 PM	2:05 PM	2:06 PM	2:07 PM	2:15 PM	2:29 PM	2:37 PM	2:38 PM	2:41 PM
2:25 PM	2:33 PM	2:35 PM	2:36 PM	2:37 PM	2:45 PM	2:59 PM	3:07 PM	3:08 PM	3:11 PM
3:00 PM	3:08 PM	3:10 PM	3:11 PM	3:12 PM	3:20 PM	3:34 PM	3:42 PM	3:43 PM	3:46 PM
3:30 PM	3:38 PM	3:40 PM	3:41 PM	3:42 PM	3:50 PM	4:04 PM	4:12 PM	4:13 PM	4:16 PM
4:00 PM	4:08 PM	4:10 PM	4:11 PM	4:12 PM	4:20 PM	4:34 PM	4:42 PM	4:43 PM	4:46 PM
4:30 PM	4:38 PM	4:40 PM	4:41 PM	4:42 PM	4:50 PM	5:04 PM	5:12 PM	5:13 PM	5:16 PM
5:05 PM	5:13 PM	5:15 PM	5:16 PM	5:17 PM	5:25 PM	5:39 PM	5:47 PM	5:48 PM	5:51 PM
5:35 PM	5:43 PM	5:45 PM	5:46 PM	5:47 PM	5:55 PM	6:09 PM	6:17 PM	6:18 PM	6:21 PM
6:05 PM	6:13 PM	6:15 PM	6:16 PM	6:17 PM	6:25 PM	6:39 PM	6:47 PM	6:48 PM	6:51 PM
6:35 PM	6:43 PM	6:45 PM	6:46 PM	6:47 PM	6:55 PM	7:09 PM	7:17 PM	7:18 PM	7:21 PM
7:05 PM	7:13 PM	7:15 PM	7:16 PM	7:17 PM	7:25 PM	7:39 PM	7:47 PM	7:48 PM	7:51 PM
8:10 PM	8:18 PM	8:20 PM	8:21 PM	8:22 PM	8:30 PM	8:44 PM	8:52 PM	8:53 PM	8:56 PM
9:10 PM	9:18 PM	9:20 PM	9:21 PM	9:22 PM	9:30 PM	9:44 PM	9:52 PM	9:53 PM	9:56 PM
10:15 PM	10:23 PM	10:25 PM	10:26 PM	10:27 PM	10:35 PM	10:49 PM	10:57 PM	10:58 PM	11:01 PM
11:15 PM	11:23 PM	11:25 PM	11:26 PM	11:27 PM	11:35 PM	11:49 PM	11:57 PM	11:58 PM	12:01 AM

Headways	
NB	SB
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
1:05	1:05
1:00	1:00
1:05	1:05
1:00	1:00

Summer Bus Blocks — **33 Trip**

NORTHBOUND — Gunnison to Mt. Crested Butte

Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway (Pine & Hwy 50)	Teller & Hwy 50	Western (Colorado & Ohio)	Denver & Hwy 135	Spencer & Hwy 135	Tall Texan	Ohio Creek	Almont	CB South (Red Mt. Park)	Riverland	Brush Creek	Riverbend	Crested Butte 4-Way	Mt. CB Transit Center
5:21 AM	5:24 AM	5:25 AM	5:27 AM	5:29 AM	5:32 AM	5:34 AM	5:38 AM	5:40 AM	5:42 AM	5:43 AM	5:50 AM	6:06 AM	6:12 AM	6:13 AM	6:14 AM	6:19 AM	6:27 AM
5:51 AM	5:54 AM	5:55 AM	5:57 AM	5:59 AM	6:02 AM	6:04 AM	6:08 AM	6:10 AM	6:12 AM	6:13 AM	6:20 AM	6:36 AM	6:42 AM	6:43 AM	6:44 AM	6:49 AM	6:57 AM
6:21 AM	6:24 AM	6:25 AM	6:27 AM	6:29 AM	6:32 AM	6:34 AM	6:38 AM	6:40 AM	6:42 AM	6:43 AM	6:50 AM	7:06 AM	7:12 AM	7:13 AM	7:14 AM	7:19 AM	7:27 AM
6:56 AM	6:59 AM	7:00 AM	7:02 AM	7:04 AM	7:07 AM	7:09 AM	7:13 AM	7:15 AM	7:17 AM	7:18 AM	7:25 AM	7:41 AM	7:47 AM	7:48 AM	7:49 AM	7:54 AM	8:02 AM
7:26 AM	7:29 AM	7:30 AM	7:32 AM	7:34 AM	7:37 AM	7:39 AM	7:43 AM	7:45 AM	7:47 AM	7:48 AM	7:55 AM	8:11 AM	8:17 AM	8:18 AM	8:19 AM	8:24 AM	8:32 AM
7:56 AM	7:59 AM	8:00 AM	8:02 AM	8:04 AM	8:07 AM	8:09 AM	8:13 AM	8:15 AM	8:17 AM	8:18 AM	8:25 AM	8:41 AM	8:47 AM	8:48 AM	8:49 AM	8:54 AM	9:02 AM
8:26 AM	8:29 AM	8:30 AM	8:32 AM	8:34 AM	8:37 AM	8:39 AM	8:43 AM	8:45 AM	8:47 AM	8:48 AM	8:55 AM	9:11 AM	9:17 AM	9:18 AM	9:19 AM	9:24 AM	9:32 AM
9:01 AM	9:04 AM	9:05 AM	9:07 AM	9:09 AM	9:12 AM	9:14 AM	9:18 AM	9:20 AM	9:22 AM	9:23 AM	9:30 AM	9:46 AM	9:52 AM	9:53 AM	9:54 AM	9:59 AM	10:07 AM
9:31 AM	9:34 AM	9:35 AM	9:37 AM	9:39 AM	9:42 AM	9:44 AM	9:48 AM	9:50 AM	9:52 AM	9:53 AM	10:00 AM	10:16 AM	10:22 AM	10:23 AM	10:24 AM	10:29 AM	10:37 AM
10:01 AM	10:04 AM	10:05 AM	10:07 AM	10:09 AM	10:12 AM	10:14 AM	10:18 AM	10:20 AM	10:22 AM	10:23 AM	10:30 AM	10:46 AM	10:52 AM	10:53 AM	10:54 AM	10:59 AM	11:07 AM
10:31 AM	10:34 AM	10:35 AM	10:37 AM	10:39 AM	10:42 AM	10:44 AM	10:48 AM	10:50 AM	10:52 AM	10:53 AM	11:00 AM	11:16 AM	11:22 AM	11:23 AM	11:24 AM	11:29 AM	11:37 AM
11:01 AM	11:04 AM	11:05 AM	11:07 AM	11:09 AM	11:12 AM	11:14 AM	11:18 AM	11:20 AM	11:22 AM	11:23 AM	11:30 AM	11:46 AM	11:52 AM	11:53 AM	11:54 AM	11:59 AM	12:07 PM
11:36 AM	11:39 AM	11:40 AM	11:42 AM	11:44 AM	11:47 AM	11:49 AM	11:53 AM	11:55 AM	11:57 AM	11:58 AM	12:05 PM	12:21 PM	12:27 PM	12:28 PM	12:29 PM	12:34 PM	12:42 PM
12:06 PM	12:09 PM	12:10 PM	12:12 PM	12:14 PM	12:17 PM	12:19 PM	12:23 PM	12:25 PM	12:27 PM	12:28 PM	12:35 PM	12:51 PM	12:57 PM	12:58 PM	12:59 PM	1:04 PM	1:12 PM
12:36 PM	12:39 PM	12:40 PM	12:42 PM	12:44 PM	12:47 PM	12:49 PM	12:53 PM	12:55 PM	12:57 PM	12:58 PM	1:05 PM	1:21 PM	1:27 PM	1:28 PM	1:29 PM	1:34 PM	1:42 PM
1:06 PM	1:09 PM	1:10 PM	1:12 PM	1:14 PM	1:17 PM	1:19 PM	1:23 PM	1:25 PM	1:27 PM	1:28 PM	1:35 PM	1:51 PM	1:57 PM	1:58 PM	1:59 PM	2:04 PM	2:12 PM
1:41 PM	1:44 PM	1:45 PM	1:47 PM	1:49 PM	1:52 PM	1:54 PM	1:58 PM	2:00 PM	2:02 PM	2:03 PM	2:10 PM	2:26 PM	2:32 PM	2:33 PM	2:34 PM	2:39 PM	2:47 PM
2:11 PM	2:14 PM	2:15 PM	2:17 PM	2:19 PM	2:22 PM	2:24 PM	2:28 PM	2:30 PM	2:32 PM	2:33 PM	2:40 PM	2:56 PM	3:02 PM	3:03 PM	3:04 PM	3:09 PM	3:17 PM
2:41 PM	2:44 PM	2:45 PM	2:47 PM	2:49 PM	2:52 PM	2:54 PM	2:58 PM	3:00 PM	3:02 PM	3:03 PM	3:10 PM	3:26 PM	3:32 PM	3:33 PM	3:34 PM	3:39 PM	3:47 PM
3:11 PM	3:14 PM	3:15 PM	3:17 PM	3:19 PM	3:22 PM	3:24 PM	3:28 PM	3:30 PM	3:32 PM	3:33 PM	3:40 PM	3:56 PM	4:02 PM	4:03 PM	4:04 PM	4:09 PM	4:17 PM
3:46 PM	3:49 PM	3:50 PM	3:52 PM	3:54 PM	3:57 PM	3:59 PM	4:03 PM	4:05 PM	4:07 PM	4:08 PM	4:15 PM	4:31 PM	4:37 PM	4:38 PM	4:39 PM	4:44 PM	4:52 PM
4:16 PM	4:19 PM	4:20 PM	4:22 PM	4:24 PM	4:27 PM	4:29 PM	4:33 PM	4:35 PM	4:37 PM	4:38 PM	4:45 PM	5:01 PM	5:07 PM	5:08 PM	5:09 PM	5:14 PM	5:22 PM
4:46 PM	4:49 PM	4:50 PM	4:52 PM	4:54 PM	4:57 PM	4:59 PM	5:03 PM	5:05 PM	5:07 PM	5:08 PM	5:15 PM	5:31 PM	5:37 PM	5:38 PM	5:39 PM	5:44 PM	5:52 PM
5:16 PM	5:19 PM	5:20 PM	5:22 PM	5:24 PM	5:27 PM	5:29 PM	5:33 PM	5:35 PM	5:37 PM	5:38 PM	5:45 PM	6:01 PM	6:07 PM	6:08 PM	6:09 PM	6:14 PM	6:22 PM
5:46 PM	5:49 PM	5:50 PM	5:52 PM	5:54 PM	5:57 PM	5:59 PM	6:03 PM	6:05 PM	6:07 PM	6:08 PM	6:15 PM	6:31 PM	6:37 PM	6:38 PM	6:39 PM	6:44 PM	6:52 PM
6:16 PM	6:19 PM	6:20 PM	6:22 PM	6:24 PM	6:27 PM	6:29 PM	6:33 PM	6:35 PM	6:37 PM	6:38 PM	6:45 PM	7:01 PM	7:07 PM	7:08 PM	7:09 PM	7:14 PM	7:22 PM
6:51 PM	6:54 PM	6:55 PM	6:57 PM	6:59 PM	7:02 PM	7:04 PM	7:08 PM	7:10 PM	7:12 PM	7:13 PM	7:20 PM	7:36 PM	7:42 PM	7:43 PM	7:44 PM	7:49 PM	7:57 PM
7:21 PM	7:24 PM	7:25 PM	7:27 PM	7:29 PM	7:32 PM	7:34 PM	7:38 PM	7:40 PM	7:42 PM	7:43 PM	7:50 PM	8:06 PM	8:12 PM	8:13 PM	8:14 PM	8:19 PM	8:27 PM
7:51 PM	7:54 PM	7:55 PM	7:57 PM	7:59 PM	8:02 PM	8:04 PM	8:08 PM	8:10 PM	8:12 PM	8:13 PM	8:20 PM	8:36 PM	8:42 PM	8:43 PM	8:44 PM	8:49 PM	8:57 PM
8:21 PM	8:24 PM	8:25 PM	8:27 PM	8:29 PM	8:32 PM	8:34 PM	8:38 PM	8:40 PM	8:42 PM	8:43 PM	8:50 PM	9:06 PM	9:12 PM	9:13 PM	9:14 PM	9:19 PM	9:27 PM
8:56 PM	8:59 PM	9:00 PM	9:02 PM	9:04 PM	9:07 PM	9:09 PM	9:13 PM	9:15 PM	9:17 PM	9:18 PM	9:25 PM	9:41 PM	9:47 PM	9:48 PM	9:49 PM	9:54 PM	10:02 PM
9:26 PM	9:29 PM	9:30 PM	9:32 PM	9:34 PM	9:37 PM	9:39 PM	9:43 PM	9:45 PM	9:47 PM	9:48 PM	9:55 PM	10:11 PM	10:17 PM	10:18 PM	10:19 PM	10:24 PM	10:32 PM
9:56 PM	9:59 PM	10:00 PM	10:02 PM	10:04 PM	10:07 PM	10:09 PM	10:13 PM	10:15 PM	10:17 PM	10:18 PM	10:25 PM	10:41 PM	10:47 PM	10:48 PM	10:49 PM	10:54 PM	11:02 PM

SOUTHBOUND — Mt CB to Gunn

Mt. CB Transit Center	Crested Butte 4-Way	Riverbend	Brush Creek	Riverland	CB South (Red Mt. Park)	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center
6:40 AM	6:48 AM	6:50 AM	6:51 AM	6:52 AM	7:00 AM	7:14 AM	7:22 AM	7:23 AM	7:26 AM
7:10 AM	7:18 AM	7:20 AM	7:21 AM	7:22 AM	7:30 AM	7:44 AM	7:52 AM	7:53 AM	7:56 AM
7:40 AM	7:48 AM	7:50 AM	7:51 AM	7:52 AM	8:00 AM	8:14 AM	8:22 AM	8:23 AM	8:26 AM
8:15 AM	8:23 AM	8:25 AM	8:26 AM	8:27 AM	8:35 AM	8:49 AM	8:57 AM	8:58 AM	9:01 AM
8:45 AM	8:53 AM	8:55 AM	8:56 AM	8:57 AM	9:05 AM	9:19 AM	9:27 AM	9:28 AM	9:31 AM
9:15 AM	9:23 AM	9:25 AM	9:26 AM	9:27 AM	9:35 AM	9:49 AM	9:57 AM	9:58 AM	10:01 AM
9:45 AM	9:53 AM	9:55 AM	9:56 AM	9:57 AM	10:05 AM	10:19 AM	10:27 AM	10:28 AM	10:31 AM
10:20 AM	10:28 AM	10:30 AM	10:31 AM	10:32 AM	10:40 AM	10:54 AM	11:02 AM	11:03 AM	11:06 AM
10:50 AM	10:58 AM	11:00 AM	11:01 AM	11:02 AM	11:10 AM	11:24 AM	11:32 AM	11:33 AM	11:36 AM
11:20 AM	11:28 AM	11:30 AM	11:31 AM	11:32 AM	11:40 AM	11:54 AM	12:02 PM	12:03 PM	12:06 PM
11:50 AM	11:58 AM	12:00 PM	12:01 PM	12:02 PM	12:10 PM	12:24 PM	12:32 PM	12:33 PM	12:36 PM
12:20 PM	12:28 PM	12:30 PM	12:31 PM	12:32 PM	12:40 PM	12:54 PM	1:02 PM	1:03 PM	1:06 PM
12:55 PM	1:03 PM	1:05 PM	1:06 PM	1:07 PM	1:15 PM	1:29 PM	1:37 PM	1:38 PM	1:41 PM
1:25 PM	1:33 PM	1:35 PM	1:36 PM	1:37 PM	1:45 PM	1:59 PM	2:07 PM	2:08 PM	2:11 PM
1:55 PM	2:03 PM	2:05 PM	2:06 PM	2:07 PM	2:15 PM	2:29 PM	2:37 PM	2:38 PM	2:41 PM
2:25 PM	2:33 PM	2:35 PM	2:36 PM	2:37 PM	2:45 PM	2:59 PM	3:07 PM	3:08 PM	3:11 PM
3:00 PM	3:08 PM	3:10 PM	3:11 PM	3:12 PM	3:20 PM	3:34 PM	3:42 PM	3:43 PM	3:46 PM
3:30 PM	3:38 PM	3:40 PM	3:41 PM	3:42 PM	3:50 PM	4:04 PM	4:12 PM	4:13 PM	4:16 PM
4:00 PM	4:08 PM	4:10 PM	4:11 PM	4:12 PM	4:20 PM	4:34 PM	4:42 PM	4:43 PM	4:46 PM
4:30 PM	4:38 PM	4:40 PM	4:41 PM	4:42 PM	4:50 PM	5:04 PM	5:12 PM	5:13 PM	5:16 PM
5:05 PM	5:13 PM	5:15 PM	5:16 PM	5:17 PM	5:25 PM	5:39 PM	5:47 PM	5:48 PM	5:51 PM
5:35 PM	5:43 PM	5:45 PM	5:46 PM	5:47 PM	5:55 PM	6:09 PM	6:17 PM	6:18 PM	6:21 PM
6:05 PM	6:13 PM	6:15 PM	6:16 PM	6:17 PM	6:25 PM	6:39 PM	6:47 PM	6:48 PM	6:51 PM
6:35 PM	6:43 PM	6:45 PM	6:46 PM	6:47 PM	6:55 PM	7:09 PM	7:17 PM	7:18 PM	7:21 PM
7:05 PM	7:13 PM	7:15 PM	7:16 PM	7:17 PM	7:25 PM	7:39 PM	7:47 PM	7:48 PM	7:51 PM
7:35 PM	7:43 PM	7:45 PM	7:46 PM	7:47 PM	7:55 PM	8:09 PM	8:17 PM	8:18 PM	8:21 PM
8:10 PM	8:18 PM	8:20 PM	8:21 PM	8:22 PM	8:30 PM	8:44 PM	8:52 PM	8:53 PM	8:56 PM
8:40 PM	8:48 PM	8:50 PM	8:51 PM	8:52 PM	9:00 PM	9:14 PM	9:22 PM	9:23 PM	9:26 PM
9:10 PM	9:18 PM	9:20 PM	9:21 PM	9:22 PM	9:30 PM	9:44 PM	9:52 PM	9:53 PM	9:56 PM
9:40 PM	9:48 PM	9:50 PM	9:51 PM	9:52 PM	10:00 PM	10:14 PM	10:22 PM	10:23 PM	10:26 PM
10:20 PM	10:28 PM	10:30 PM	10:31 PM	10:32 PM	10:40 PM	10:54 PM	11:02 PM	11:03 PM	11:06 PM
11:00 PM	11:08 PM	11:10 PM	11:11 PM	11:12 PM	11:20 PM	11:34 PM	11:42 PM	11:43 PM	11:46 PM
11:30 PM	11:38 PM	11:40 PM	11:41 PM	11:42 PM	11:50 PM	12:04 AM	12:12 AM	12:13 AM	12:16 AM

Headways	
NB	SB
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:35
0:30	0:30
0:30	0:30
0:30	0:30
0:35	0:40
0:30	0:40
0:30	0:30

Historical Bus Schedules:

GVRTA Bus Service Schedules Over Time

	# of Round Trips per day			
	Winter	Spring	Summer	Fall
2008	11	3	9	3
2009	11	3	6	3
2010	11	3	3	3
2011	6	3	3	3
2012	8	3	3	3
2013	8	3	3	3
2014	8	3	6	3
2015	13	3	7	3
2016	13	7	11	8
2017	17	8	11	8
2018	17	8	11	8
2019	25	13	13	13
2020	28	13	13	13
2021	28	18	18	18
2022	35	19	19	19
2023	35	28	28	28
2024	41	28/29/33	28/29/33	28/29/33

2024 Financial Projections with 28-trip bus schedule spring, summer, and fall as of February 11, 2024

For reference during bus schedule discussion

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000		-100.0%	-100.0%	$ 471,000
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000				$ 485,000
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000				$ 538,000
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000				$ 297,000
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000				$ 371,000
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000				$ 544,000
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 754,000
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,000
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,000
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,000
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,000
Dec	$ 487,011	$ 515,927		$ 516,000				$ 516,000
Year-to-date	**$ 365,491**	**$ 445,739**	**$ 471,041**	**$ 471,000**	**$ -**	**-100.0%**	**-100.0%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 5,524,031**	**$ 5,996,000**		**0.7%**	**9.3%**	**$ 6,039,000**

Gunnison Valley Transportation Authority Financial Projections for 2024 with 28 trip bus schedule for spring summer and fall as of February 11, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ -**	**$ 5,996,000**	**$ 43,000**	**$ 6,039,000**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ -	$ 4,313,000	$ 293,000	$ 4,606,000
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (250,000)	$ 500,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ -	**$ 5,996,000**	**$ 43,000**	**$ 6,039,000**

GVRTA Fund Reports:

GVRTA General Fund Financial Projections for 2024 with 28 trip bus schedule	YTD Actual	2024 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,730,099	$ 1,924,030	$ (193,931)	$ 1,730,099
Revenues				
Sales Tax Revenues	$ -	$ 4,313,000	$ 293,000	$ 4,606,000
Sales Tax - Clerk		$ 36,000	$ -	$ 36,000
Interest Charges		$ 2,700	$ -	$ 2,700
Other Fines		$ 16,000	$ -	$ 16,000
Rental Income		$ 97,000	$ (1,000)	$ 96,000
Earnings on Investments		$ 60,000	$ -	$ 60,000
5311 A & O FTA 5311 Admin. & Operating Grant		$ 359,512	$ -	$ 359,512
Total Revenues	$ -	$ 4,884,212	$ 292,000	$ 5,176,212
Expenditures:				
Postage		$ 100	$ -	$ 100
Supplies & Equipment Under $4,000		$ 4,000	$ -	$ 4,000
Building Repair and Maintenance		$ 40,000	$ -	$ 40,000
Travel - Transportation		$ 8,000	$ -	$ 8,000
Travel - Meals		$ 6,000	$ -	$ 6,000
Travel - Lodging		$ 6,000	$ -	$ 6,000
Legal Services		$ 8,000	$ -	$ 8,000
Contracted Temp. Help - Marcy, F&P, & RAE		$ 92,000	$ -	$ 92,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.		$ 67,000	$ -	$ 67,000
Management Services - TMS		$ 97,344	$ -	$ 97,344
Meetings - Registrations		$ 2,000	$ -	$ 2,000
State Fees		$ 31,000	$ -	$ 31,000
County Treasurer's Fees		$ 75,000	$ -	$ 75,000
Late Night Taxi Donation		$ 38,000	$ -	$ 38,000
Advertising, Notices, & Website		$ 15,000	$ -	$ 15,000
Dues & Memberships		$ 23,000	$ -	$ 23,000
Auditing		$ 9,000	$ -	$ 9,000
Insurance & Bonds		$ 20,420	$ -	$ 20,420
Utilities		$ 10,000	$ -	$ 10,000
Investment Commissions/Fees		$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)		$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS		$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel		$ 133,000	$ (8,000)	$ 125,000
5311 - O CNG Fuel		$ 400,000	$ -	$ 400,000
5311 - O Repair & Maintenance - Vehicles		$ 605,000	$ -	$ 605,000
5311 - O Purchased Transportation Services		$ 2,850,000	$ -	$ 2,850,000
Total Expenditures	$ -	$ 4,650,528	$ (8,000)	$ 4,642,528
Ending General Fund Balance	$ 1,730,099	$ 2,157,714	$ 106,069	$ 2,263,783

Report shows posted revenues through January and expenditures through January.

Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Projections for 2024 with 28 trip bus schedule	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - c Bus Purchase		$ -	$ -	$ -
SB 267 Storage Facility Construction		$ -	$ 120,000	$ 120,000
Housing/Land Purchases		$ -	$ -	$ -
Capital Improvements		$ 125,000	$ -	$ 125,000
Total Expenditures	$ -	$ 125,000	$ 120,000	$ 245,000
Ending Fund Balance	$ 1,313,636	$ 1,551,663	$ 16,973	$ 1,568,636
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Air Command Fund Financial Projections for 2024 with 28 trip bus schedule	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (250,000)	$ 500,000
SCASD Grant		$ 300,000	$ (300,000)	$ -
Total Revenues	$ -	$ 1,050,000	$ (550,000)	$ 500,000
Expenditures:				
Airline Guarantees - Winter		$ 521,954	$ -	$ 521,954
Professional Services -Airplanners		$ 102,000	$ -	$ 102,000
Payment to Airport for Airline Mechanic Subsidy		$ 45,000	$ -	$ 45,000
Airline Guarantees - Summer		$ 600,000	$ (600,000)	$ -
Total Expenditures	$ -	$ 1,268,954	$ (600,000)	$ 668,954
Ending Fund Balance	$ 2,200,398	$ 1,980,511	$ 50,933	$ 2,031,444
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Senior Transportation Fund Financial Projections for 2024 with 28 trip bus schedule	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses		$ 120,000	$ (6,000)	$ 114,000
Contracted Services		$ 400,000	$ -	$ 400,000
Total Expenditures	$ -	$ 520,000	$ (6,000)	$ 514,000
Ending Fund Balance	$ 437,390	$ 349,262	$ 7,128	$ 356,390
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Projections for 2024 with 28 trip bus schedule	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 5,681,523	$ 5,736,420	$ (54,897)	$ 5,681,523
Revenues:	$ -	$ 6,867,212	$ (258,000)	$ 6,609,212
Expenditures:	$ -	$ 6,564,482	$ (494,000)	$ 6,070,482
Ending Fund Balance	$ 5,681,523	$ 6,039,150	$ 181,103	$ 6,220,253
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.				

GVRTA Summary of all Funds Financial Projections for 2024 with 28 trip b Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,730,099	$ 1,730,099	$ 2,157,714	$ 106,069	$ 2,263,783
Capital Reserve Fund Balance	$ 1,313,636	$ 1,313,636	$ 1,551,663	$ 16,973	$ 1,568,636
Air Command Fund Balance	$ 2,200,398	$ 2,200,398	$ 1,980,511	$ 50,933	$ 2,031,444
Senior Transportation Fund Balance	$ 437,390	$ 437,390	$ 349,262	$ 7,128	$ 356,390
Total Fund Balance	$ 5,681,523	$ 5,681,523	$ 6,039,150	$ 181,103	$ 6,220,253
Report shows posted revenues through January and expenditures through January.					
Report prepared by Scott Truex with information from the County Finance department on February 11, 2024.					

GVRTA Survey 2024

The Gunnison Valley Regional Transportation Authority (GVRTA) is updating its strategic operating and capital plan, specifically for the commuter bus route between Gunnison and Mt. Crested Butte which will inform improvements to GVRTA's services over the next 5-years. Please take a few minutes to complete this survey about how you get around today and what improvements you would like to see to GVRTA's bus service. Your input will inform the improvements to GVRTA's bus service over the next five years. For more information about GVRTA, visit gunnisonvalleyrta.com.

If you would like to be entered into a $50 gift card giveaway, please fill out the entire survey and include your email address at the end of the survey.

1. Are you taking this survey while riding the bus? (*question to be required online)*
    a. Yes
    b. No (*if no, online survey will skip to question 7*)
2. Where did you begin this trip? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mt Crested Butte Transit Center
    f. Other: _____
3. How did you get to the bus stop? (select one)
    a. Walk
    b. Bicycle
    c. I was driven
    d. I drove myself
    e. Transferred from other public transportation service
    f. Other: _____
4. What is your destination today? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mt Crested Butte Transit Center
    f. Other: _____
5. How will you get from the bus stop to your destination? (select one)
    a. Walk
    b. Bicycle
    c. Someone picks me up
    d. Drive myself
    e. Transfer to other public transportation service
    f. Other: _____

6. What is the purpose of this trip today? (select one)
    a. Work
    b. Shopping/errands
    c. School/college
    d. Recreation
    e. Medical
    f. Social
    g. Other: _____

7. Do you depend on the RTA bus for your transportation needs?
    a. Yes
    b. No
8. How often do you ride the RTA bus? (select one)
    a. Everyday
    b. At least once a week
    c. A few times a month
    d. At least once a month
    e. Less than once a month
    f. Never
9. Is it possible for you to use transit for the majority of your trips during the day?
    a. Yes
    b. No (please specify why not):
    _____
    _____
10. What destinations would you like to have improved regional bus routes to? (Select all that apply)
    a. Work
    b. School (including attending and drop-off/pick-up)
    c. Shopping and Restaurants
    d. Ski Resort
    e. Airport
    f. Medical Appointments
    g. Public Services (Library, City or County Offices, Social Services, etc.)
    h. Gym or other Recreation Center
    i. Other

11. What are the most important reasons you currently ride the bus? (select up to three) *(question would not show up for online respondents who answer that they do not ride the bus)*
    a. Family doesn't have a car
    b. Someone else uses the car
    c. Traffic is bad
    d. Parking is a problem
    e. Car trouble/no insurance
    f. I don't drive/ don't have a driver's license
    g. Bus is economical
    h. Bus is convenient
    i. Bus is environmentally friendly
    j. Avoid DUI
    k. Weather conditions
    l. Other (please specify):_____
12. Which of the following types of transportation does your household use in Gunnison County? (select all that apply)
    a. Personal vehicle
    b. Ride from a friend or relative
    c. Walk
    d. Bicycle
    e. Borrow a vehicle
    f. RTA bus
    g. Mountain Express bus
    h. Taxi/Uber/Lyft
    i. Gunnison Senior Transportation
    j. Crested Butte Senior Transportation
    k. Denver bus
    l. Other:_____
13. What are the barriers that stop you from riding the bus more or riding the bus at all? (pick up to three answers)
    a. Bus takes significantly longer than driving
    b. Bus doesn't go where I want to go
    c. Bus is too infrequent
    d. Bus does not run at the times of day I need to travel
    e. I do not know when and where the bus operates or I don't understand how to catch the bus
    f. I feel unsafe riding the bus
    g. I prefer driving
    h. It is difficult, inconvenient, or feels unsafe to get to and from the bus stop
    i. Other (please specify):_____

14. Please rate the following RTA service characteristics. (Please choose one rating per characteristic). *(question would not show up for online respondents who answer that they do not ride the bus)*

	Very Satisfied	Satisfied	Neutral	Dissatisfied	N/A
Buses arrive on time					
Buses operate when you need to travel					
Easy to read schedules					
Website					
Park and Rides					
Signage					
Frequency of service					
Bus stop locations					
Number of seats on the bus					
Hours of operation					
Condition of buses					
Buses go where you need to go					
Buses are fare free					

15. Which of the following improvements are most important in enhancing your experience of riding the bus, motivating you to start riding the bus, or motivating you to ride more often? (Please choose one rating per characteristic).

	Very Important	Somewhat Important	Not Important
More frequent service			
Earlier service			
Later service			
Convenient parking near stops			
Onboard Wi-Fi			
Less delays than current			
Convenient schedules			
Keeping the bus fare free			
Restore express service			
More bus stops			
Easier connections to other transportation (transit, bicycle, pedestrian, ridesharing)			

16. If there are new bus routes or stops you would like to see added to other destinations in Gunnison County, please describe them here:

17. If you have additional comments about the existing RTA service, or ideas for other improvements to GVRTA's bus service that are not listed in the previous question, please describe them below:

_____

_____

_____

The following demographic questions are optional. Responses will be used to ensure GVRTA is hearing from all voices in our community.

18. Which best describes you? (select one)
    a. Full-time resident
    b. Part-time resident
    c. Western student
    d. Visiting a Western student
    e. Visitor/tourist
19. Where do you live?
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mt Crested Butte
    f. Other (specify): _____
20. How many vehicles does your household have?
    a. None
    b. 1
    c. 2
    d. 3+
21. What is your age?
    a. Under 18
    b. 19-25
    c. 25-64
    d. 65+
22. What is your ethnicity?
    a. White/Caucasian
    b. Black/African American
    c. Native American/Alaska Native
    d. Hispanic/Latino
    e. Pacific Islander
    f. Asian
    g. Other:_____

23. What is your total household income? Include income from all household members.
    a. Under $10,000 per year
    b. $10,000 - $19,999 per year
    c. $20,000 - $39,999 per year
    d. $40,000 - $59,999 per year
    e. $60,000 - $79,999 per year
    f. $80,000 - $99,999 per year
    g. $100,000+ per year

If you would like to be entered into a giveaway for a $50 gift card, please provide your email address.

_____

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

March 22, 2024 at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.

This meeting will be followed by a retreat with the RTA Air Service Committee.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – MARCH 22, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS' ROOM – 8:00 A.M

8:00 A. INTRODUCTION

CONSENT AGENDA – **motion & decision requested** to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF FEBRUARY 16, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex & Dean Herrara
6) Air service update – Bill Tomcich

8:25 G. PUBLIC COMMENT PERIOD
8:30 H. COMMENTS FROM BOARD MEMBERS & STAFF
8:35 I. NEW BUSINESS
1) CNG Fuel Pump – scheduled downtime – discussion – Scott Truex
2) Bus operating and capital planning project and surveying update – Scott Truex and Leia Morrison – discussion
3) Update on bus grant applications
4) **Executive session** for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison – Janet Farmer –**motion & decision requested**

9:30 J. ADJOURNMENT OF REGULAR MEETING

Coffee/Snack Break

10:00 – GVRTA Board of Directors retreat with air service committee

Next meeting – May 17, 2024 at 8:00 a.m. in the Crested Butte Council Room. All times are approximate – the meeting may move more quickly or more slowly than indicated.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

February 16, 2024

Crested Butte Council Chambers

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:05 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty, Steve Morris, and Matt Schwartz

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich (Air Planners via ZOOM), Dean Herrara, Landon Ogilvie (via ZOOM), and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF JANUARY 12, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported on the operations at the airport. He expects Jermaine's to open the airport restaurant next week.

4)Tourism and Prosperity Partnership Association (TAPP)

No one was in attendance, but Scott Truex relayed a message from Norton that outreach is starting to slow down because of the timing of the season, and he is pleased with the results.

5)Bus service update

Scott Truex reported that January's ridership was up 20.7% to 49,484 passengers, compared to 40,983 in 2023. Sometime today, the RTA will experience its 7,000th bus trip of the winter, and

96% of those will have run within 10 minutes of the schedule. In 2023, the GVRTA Commuter Bus carried 327,692 passengers, which was 31% higher than in 2022 and 88% more than in 2021. Truex reported that the cost per passenger did decrease last year. Scott plans to apply for grants that would allow us to order additional buses which would arrive in late 2025 or early 2026 if the grants are awarded. The Gunnison Valey Hospital (GVH) van arrived but has not been wrapped. He also reported that the new bike racks for buses have been ordered.

Alpine Express has hired ten new drivers. Dean reported that things are now going well and that the extra drivers and training have improved operations. Jason MacMillan expressed to the group that he would like to see some improvements regarding communication when a bus is going to be delayed. Truex explained that we could invest in a more expensive app, but he feels that the current Swiftly app works the majority of the time. Truex will work with Alpine Express to increase training. Numerous board members agreed with Jason concerning the need for better communication and improved public perception. Landon with Alpine Express recommends that we market the successes of the RTA.

Liz Smith spoke about accommodating more than three bikes with bike racks and recommended that we contact the Rady School of Engineering as a potential resource.

6)Air Service Update
Bill Tomcich has implemented an operational report in response to the board's request, and the board expressed its appreciation. Bill reported on recent flight reliability. There were a total of ten flight cancellations with the following completions broken down by airline: American (DFW): 100%, Mesa (IAH): 90.3%, SkyWest (DEN): 96.8%. January's overall results included 15,296 passengers and a load factor of 63.7%, representing a 22.5% increase over last year. Tomcich reported that future bookings are tapering off but are still strong, with February pacing +5.4%, March pacing +12.3%, and April pacing +42% ahead of last year. Laura Puckett Daniels asked if there is a way to track significantly delayed flights. Rick Lamport reported that United Airlines' website reported that they couldn't make the time for the Gunnison curfew, and he wanted to acknowledge that it is a voluntary curfew. Lamport said that dispatch knows that GUC will always accommodate a commercial flight, even after curfew. Tomcich reported that JSX's January landing reports were not as good as the rest of the airlines. They had about five flights per week, and their load factor dropped from 55% to 45%. Tomcich updated the board on United's summer schedule, which is now starting on June 28th. United will also be adding a third flight on Saturdays from Denver. American Airlines from DFW is still on their radar but not a part of their summer plan for 2024 due to their regional flight and pilot availability. Bill requested that American write a letter so that we can apply for an extension on the SCASD grant.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
None.

I. New Business

1) Request for additional surveillance cameras on RTA buses. Due to recent incidents with drivers and reports from passengers, AEX recommends that they utilize advanced features that are available utilizing AI to pick up movement and send alerts in real time to dispatch. Landon Ogilvie from AEX reported that they have used this in other areas, and it has been extremely helpful. This would add redundancy to the surveillance system and this will be at Alpine Express cost.
   Diego Plata **m*oved to approve the additional surveillance cameras on RTA buses.***
   Jason MacMillan seconded the motion.
   The motion passed unanimously.
2) Options for bus schedules for spring, summer, and fall of 2024.
   Truex recommended the 33 round-trip schedule because it can provide a half-hour service in the evenings and it will be beneficial for driver retention.
   Liz Smith ***moved to approve option #3, a 33-trip spring/summer/fall bus schedule****.*
   Anna Fenerty seconded.
   The motion passed unanimously.
3) Bus operating and capital planning project and surveying update
   Scott reported that the contract was signed, and the project is underway. Fehr & Peers will begin surveying the first week of March.
4) Request to consider moving the May 10th meeting to May 17th
   Diego Plata ***moved to approve moving the May meeting to May 17th.***
   Laura Puckett Daniels seconded.
   The motion passed unanimously.

The meeting adjourned at 9:26 am

January, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on March 17, 2024 with information provided by the County Finance Department and shows posted revenues through January, 2024 and expenditures through January, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	$ 471,261.32	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000				$ 484,914
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000				$ 537,816
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000				$ 296,774
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000				$ 371,561
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000				$ 544,420
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 753,805
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,167
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,948	$ 516,000				$ 528,948
Year-to-date	**$ 365,491**	**$ 445,739**	**$ 471,041**	**$ 471,000**	**$ 471,261.32**	**0.1%**	**0.0%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,979**	**$ 5,996,000**		**1.0%**	**0.0%**	**$ 6,053,199**

Gunnison Valley Transportation Authority

Financial Report - January, 2024

	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 471,261.32**	**$ 5,996,000**	**$ 57,199**	**$ 6,053,199**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 471,261.32	$ 4,313,000	$ 357,199	$ 4,670,199
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 471,261.32	**$ 5,996,000**	**$ 57,199**	**$ 6,053,199**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - January, 2024	YTD Actual	2024 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,728,806	$ 1,924,030	$ (195,224)	$ 1,728,806
Revenues				
Sales Tax Revenues	$ 471,261.32	$ 4,313,000	$ 357,199	$ 4,670,199
Sales Tax - Clerk	$ 2,418.30	$ 36,000	$ -	$ 36,000
Interest Charges	$ -	$ 2,700	$ (700)	$ 2,000
Other Fines	$ -	$ 16,000	$ (1,650)	$ 14,350
Rental Income	$ 6,970.00	$ 97,000	$ -	$ 97,000
Earnings on Investments	$ 19,894.03	$ 60,000	$ 10,000	$ 70,000
5311 A & O FTA 5311 Admin. & Operating Grant	$ -	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 500,543.65**	**$ 4,884,212**	**$ 364,849**	**$ 5,249,061**
Expenditures:				
Postage	$ -	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 36.00	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 3,965.33	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ -	$ 8,000	$ -	$ 8,000
Travel - Meals	$ -	$ 6,000	$ -	$ 6,000
Travel - Lodging	$ -	$ 6,000	$ -	$ 6,000
Legal Services	$ -	$ 8,000	$ -	$ 8,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 2,754.83	$ 92,000	$ -	$ 92,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 7,675.34	$ 67,000	$ -	$ 67,000
Management Services - TMS	$ 16,224.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ -	$ 2,000	$ -	$ 2,000
State Fees	$ -	$ 31,000	$ (1,000)	$ 30,000
County Treasurer's Fees	$ (3,807.70)	$ 75,000	$ -	$ 75,000
Late Night Taxi Donation	$ -	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 88.02	$ 15,000	$ -	$ 15,000
Dues & Memberships	$ 16,458.00	$ 23,000	$ -	$ 23,000
Auditing	$ -	$ 9,000	$ -	$ 9,000
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 12.26	$ 10,000	$ -	$ 10,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 1,101.67	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 16,224.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 11,989.18	$ 133,000	$ (8,000)	$ 125,000
5311 - O CNG Fuel	$ 39,567.20	$ 400,000	$ 66,940	$ 466,940
5311 - O Repair & Maintenance - Vehicles	$ 46,188.69	$ 605,000	$ 45,000	$ 650,000
5311 - O Purchased Transportation Services	$ 279,871.55	$ 2,850,000	$ 266,000	$ 3,116,000
Total Expenditures	**$ 458,635.77**	**$ 4,650,528**	**$ 368,835**	**$ 5,019,363**
Ending General Fund Balance	**$ 1,770,714**	**$ 2,157,714**	**$ (199,210)**	**$ 1,958,504**

Report shows posted revenues through January and expenditures through January.

Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - January, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - c Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ -	$ -	$ 120,000	$ 120,000
Housing/Land Purchases	$ -	$ -	$ 2,542	$ 2,542
Capital Improvements	$ -	$ 125,000	$ -	$ 125,000
Total Expenditures	$ -	$ 125,000	$ 122,542	$ 247,542
Ending Fund Balance	$ 1,313,636	$ 1,551,663	$ 14,431	$ 1,566,094
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.				

GVRTA Air Command Fund Financial Report - January, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant	$ -	$ 300,000	$ (300,000)	$ -
Total Revenues	$ -	$ 1,050,000	$ (600,000)	$ 450,000
Expenditures:				
Airline Guarantees - Winter	$ -	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 16,000.00	$ 102,000	$ -	$ 102,000
Payment to Airport for Airline Mechanic Subsidy	$ -	$ 45,000	$ -	$ 45,000
Airline Guarantees - Summer	$ -	$ 600,000	$ (600,000)	$ -
Total Expenditures	$ 16,000.00	$ 1,268,954	$ (600,000)	$ 668,954
Ending Fund Balance	$ 2,184,398	$ 1,980,511	$ 933	$ 1,981,444
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.				

GVRTA Senior Transportation Fund Financial Report - January, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses	$ 89,286.60	$ 120,000	$ (6,000)	$ 114,000
Contracted Services	$ 29,486.48	$ 400,000	$ -	$ 400,000
Total Expenditures	$ 118,773.08	$ 520,000	$ (6,000)	$ 514,000
Ending Fund Balance	$ 318,617	$ 349,262	$ 7,128	$ 356,390
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - January, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	**$ 5,680,230**	**$ 5,736,420**	**$ (56,190)**	**$ 5,680,230**
Revenues:	$ 500,544	$ 6,867,212	$ (235,151)	$ 6,632,061
Expenditures:	$ 593,409	$ 6,564,482	$ (114,623)	$ 6,449,859
Ending Fund Balance	**$ 5,587,365**	**$ 6,039,150**	**$ (176,718)**	**$ 5,862,432**
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.				

GVRTA Summary of all Funds Financial Report - January, 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,728,806	$ 1,770,714	$ 2,157,714	$ (199,210)	$ 1,958,504
Capital Reserve Fund Balance	$ 1,313,636	$ 1,313,636	$ 1,551,663	$ 14,431	$ 1,566,094
Air Command Fund Balance	$ 2,200,398	$ 2,184,398	$ 1,980,511	$ 933	$ 1,981,444
Senior Transportation Fund Balance	$ 437,390	$ 318,617	$ 349,262	$ 7,128	$ 356,390
Total Fund Balance	**$ 5,680,230**	**$ 5,587,365**	**$ 6,039,150**	**$ (176,718)**	**$ 5,862,432**
Report shows posted revenues through January and expenditures through January.					
Report prepared by Scott Truex with information from the County Finance department on March 17, 2024.					

March 12, 2023

To whom it may concern,

Please accept this letter committing the Gunnison Valley RTA to provide the local match for our fleet expansion project.

This bus expansion project will allow the RTA to continue to better serve the residents and visitors of our valley effectively. The GVRTA Board of Directors, as well as the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable.

To ensure the viability of this project, the GVRTA Board of Directors has identified GVRTA reserve account funds in the amount of $229,644 to provide as local match for the vehicle purchase and these local funds are available immediately.

Please contact our Executive Director, Scott Truex at struex@gunnisonvalleyrta.org with any questions.

Thank you.

Janet R. Farmer

Janet R. Farmer
Gunnison Valley RTA
Board Chair

February 28, 2024

The Honorable Michael Bennet
261 Russell Senate Building
Washington, DC 20510

The Honorable John Hickenlooper
Russell Senate Office Building
Suite SR-B85
Washington, DC 20510

RE: Commitment of Local Match for the Gunnison Valley RTA (GVRTA) Fleet Expansion Project

Dear Senator Bennet and Senator Hickenlooper,

Please accept this letter committing the Gunnison Valley RTA to provide the local match for our fleet expansion project.

This bus expansion project will allow the RTA to continue to better serve the residents and visitors of our valley effectively. The GVRTA Board of Directors, as well as the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable.

To ensure the viability of this project, the GVRTA Board of Directors has identified GVRTA reserve account funds in the amount of $314,000 to provide as local match for the vehicle purchase and these local funds are available immediately.

Please contact our Executive Director, Scott Truex at struex@gunnisonvalleyrta.org with any questions.

Thank you.

Janet R. Farmer

Janet R. Farmer
Gunnison Valley RTA
Board Chair

March 12, 2024

To whom it may concern,

As the Chair of the Board of Directors of Gunnison Valley RTA, I write to respectfully request your support in securing funds to support our Fleet Expansion Project. This project will allow us to purchase two new commuter coaches which in turn will allow us to continue to expand our commuter bus service between Gunnison and Mt. Crested Butte.

The GVRTA Fleet Expansion Project is a high priority for us because as we have been expanding our service, we need to continue to upgrade and expand our fleet. The RTA Board of Directors, which includes representative from the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable and allows us to continue to reduce single occupancy vehicles on State Highway 135.

The Gunnison Valley RTA Fleet Expansion Project will help to create an integrated transit system that meets the mobility needs of our residents. This project will maximize the role of transit within our valley, promote intermodal connectivity, and reduce vehicle miles travel and greenhouse gas emissions.

Please give the Gunnison Valley RTA Fleet Expansion Project the highest consideration for funding.

Thank you.

Sincerely,

Janet R. Farmer

Janet R. Farmer,
GVRTA Board Chair and Mayor Pro Tem of Mt. Crested Butte

STRUEX@GUNNISONVALLEYRTA.ORG
(970) 275-0111

WE MOVE YOU!
PO BOX 39, CRESTED BUTTE, CO 81224

February 28, 2024

The Honorable Michael Bennet
261 Russell Senate Building
Washington, DC 20510

The Honorable John Hickenlooper
Russell Senate Office Building
Suite SR-B85
Washington, DC 20510

RE: Request for federal funds to support the Gunnison Valley RTA (GVRTA) Fleet Expansion Project and the CASTA Statewide Transit Improvement Proposal

Dear Senator Bennet and Senator Hickenlooper,

As the Chair of the Board of Directors of Gunnison Valley RTA, I write to respectfully request your support in securing funds to support our Fleet Expansion Project and the Colorado Association of Transit Agencies (CASTA) Statewide Transit Improvement Proposal. The GVRTA Fleet Expansion Project will allow us to purchase two new commuter coaches which in turn will allow us to continue to expand our commuter bus service between Gunnison and Mt. Crested Butte.

The GVRTA Fleet Expansion Project is a high priority for us because as we have been expanding our service, we need to continue to upgrade and expand our fleet. The RTA Board of Directors, which includes representative from the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable and allows us to continue to reduce single occupancy vehicles on State Highway 135.

The Gunnison Valley RTA Fleet Expansion Project, along with the other projects included in the CASTA Statewide Transit Improvement Proposal, will help to create an integrated transit system that meets the mobility needs of Coloradans. These projects will maximize the role of transit within Colorado's transportation system to enhance system capacity, promote intermodal connectivity, and reduce vehicle miles travel and greenhouse gas emissions.

Please give the Gunnison Valley RTA Fleet Expansion Project and the CASTA Statewide Transit Improvement Proposal the highest consideration for funding.

Thank you.

Sincerely,

Janet R. Farmer

Janet R. Farmer,
GVRTA Board Chair and Mayor Pro Tem of Mt. Crested Butte

STRUEX@GUNNISONVALLEYRTA.ORG
(970) 275-0111

WE MOVE YOU!
PO BOX 39, CRESTED BUTTE, CO 81224

March 12, 2024

The Honorable John Hickenlooper
United States Senator
SR-374 Russell Senate Building
Washington, DC 20510

The Honorable Michael Bennet
United States Senator
261 Russell Senate Building
Washington, DC 20510

RE: Gunnison Valley RTA supports the Crested Butte Gateway Red Lady Roundabout Project

Dear Senator John Hickenlooper and Senator Michael Bennet,

I am writing to express Gunnison Valley RTA's support for the Town of Crested Butte's application for FY2025 Appropriations funding for the Crested Butte Gateway Red Lady Roundabout Project. With funding assistance, the Town will convert the intersection of CO-135 and Red Lady Ave to a roundabout to boost safety for all roadway users and improve traffic efficiency at the entrance to downtown Crested Butte and the Crested Butte Community School.

Gunnison Valley RTA is the regional transit provider between Gunnison, Crested Butte and Mt. Crested Butte and we carried over 327,000 passengers along our commuter bus route last year.

Gunnison Valley RTA supports the Crested Butte Gateway Red Lady Roundabout Project because it will boost safety for all roadway users, especially students and families coming to and from Crested Butte Community School; mitigate congestion and boost traffic efficiency at the gateway entrance to Crested Butte; and reduce vehicle greenhouse gas and pollutant emissions in support of climate sustainability and public health.

Gunnison Valley RTA is ready to be engaged and supportive of the Crested Butte Gateway Red Lady Roundabout Project moving forward.

Sincerely,

Janet R. Farmer

Janet R. Farmer
Gunnison Valley RTA
Board Chair

STRUEX@GUNNISONVALLEYRTA.ORG
(970) 275-0111

WE MOVE YOU!
PO BOX 39, CRESTED BUTTE, CO 81224

RTA Board of Directors Meeting, March 22, 2024

Air Service Update – Bill Tomcich

February Flight Reliability and OTP: With just a couple of exceptions, February was an excellent month for GUC in terms of overall reliability, with just one cancelled flight on the evening of Feb 16 due to a crew time-out after snow and ice at DEN. The corresponding outbound flight back to DEN was also cancelled on the morning of the 17th. There was also one overnight delay of the PM inbound on Feb 5, which resulted in the AM return to DEN being delayed by 79 minutes. Finally, the evening inbound from DEN on Feb 9 was initially diverted to GJT due to a heavy snow squall at GUC, but that flight continued on to GUC that evening, arriving less than two hours late at 10:08pm, so I would consider this to be a terrific recovery by SkyWest. The following morning's outbound flight was also delayed by just over an hour due to crew rest. Otherwise, the vast majority of flights operated in and out of GUC like clockwork in February. To summarize February reliability and OTP by operator:

- **American (DFW):** 100% of 62 flights completed; 93.6% on-time.
- **Mesa (IAH):** 100% of 58 flights completed; 87.9% on-time… Interestingly, Mesa had a very good month in February.
- **SkyWest (DEN):** 98.3% of 116 flights completed; 81.0% on-time.
- **Overall:** 234 / 236 flights completed (99.2%), 86.0% on-time. This is a vast improvement over last February when there were a total of nine inbound and outbound flight cancellations (18 cancelled flight segments total) for an overall completion factor of 91.1%.

Final February Results (total passengers including non-rev's and load factors):

- **American (DFW):** 6,153 total pax (up +14.5% over last year) / 7,684 seats = 80.1% load factor vs 80.6% last year.
- **Mesa (IAH):** 3,575 total pax (up +14.5% over last year) / 4,408 seats = 81.1% load factor vs 77.5% last year.
- **SkyWest (DEN):** 6,772 total pax (up +7.2% over last year) / 7,980 seats = 84.9% load factor vs 79.1% last year.
- **JSX (DAL):** 680 total pax (up +4.1% over last year) / 1,380 seats = 49.3% load factor vs 60.5% last year.
- **Overall (not including JSX):** 16,500 / 20,072 seats = 82.2% load factor. This represents a 12.7% increase over last February, which experienced an overall load factor of 79.3%.

Future Bookings: Despite now being in the middle of March with just a few weeks of skiing left, we saw another impressive week with 1,126 net new winter bookings made. Last year this same week we saw just 434 last-minute bookings. To summarize current booking pace for the next three months:

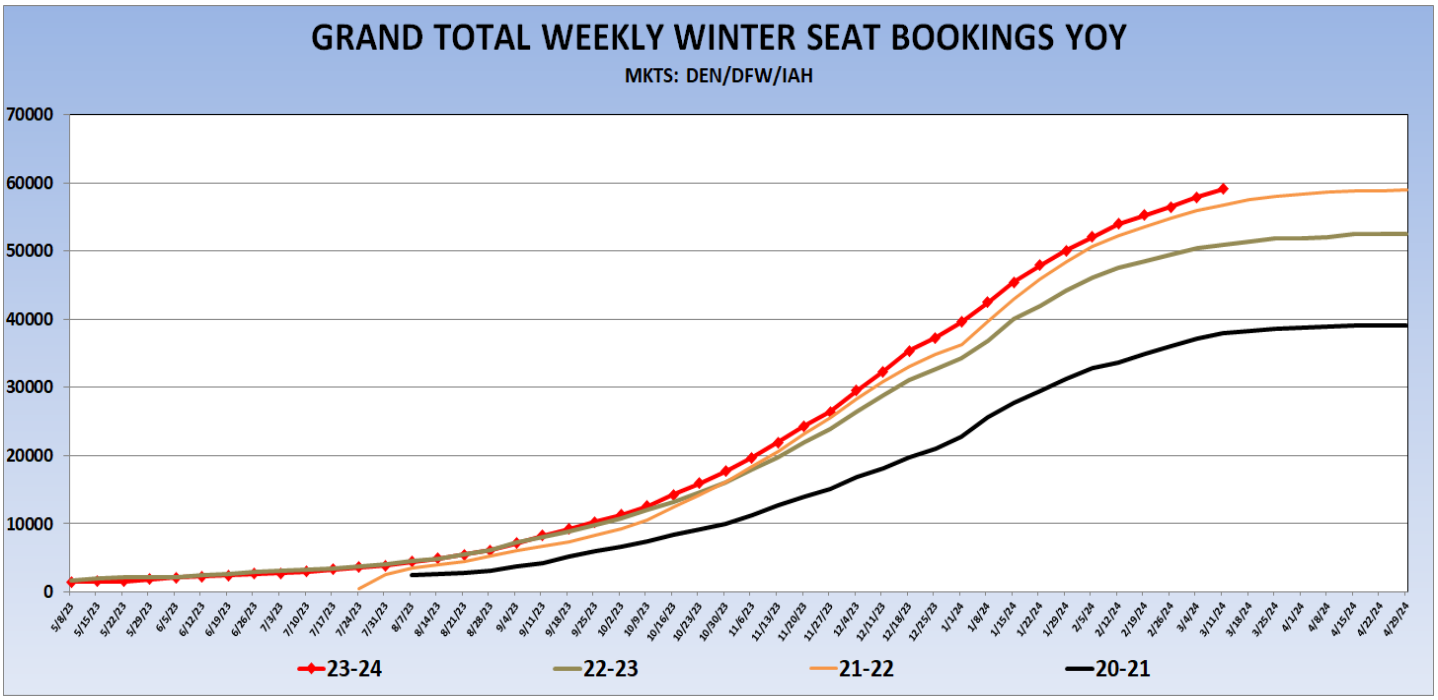
- **March:** Currently pacing +16% ahead of last year on a capacity increase of +6%.
- **April:** Now pacing +35% ahead of last year on a capacity increase of +24% (United has extended 2x daily from DEN through April 8 this year).
- **May:** Now pacing +25% ahead of last year on a capacity increase of +32% (United resumes 2x daily from DEN while adding a 3rd trip on Saturdays for the summer starting May 23 this year).

Summer Schedules: Both United and JSX have published the following summer selling schedules into GUC, representing a net increase of an additional one flight per week now planned by both United and JSX:

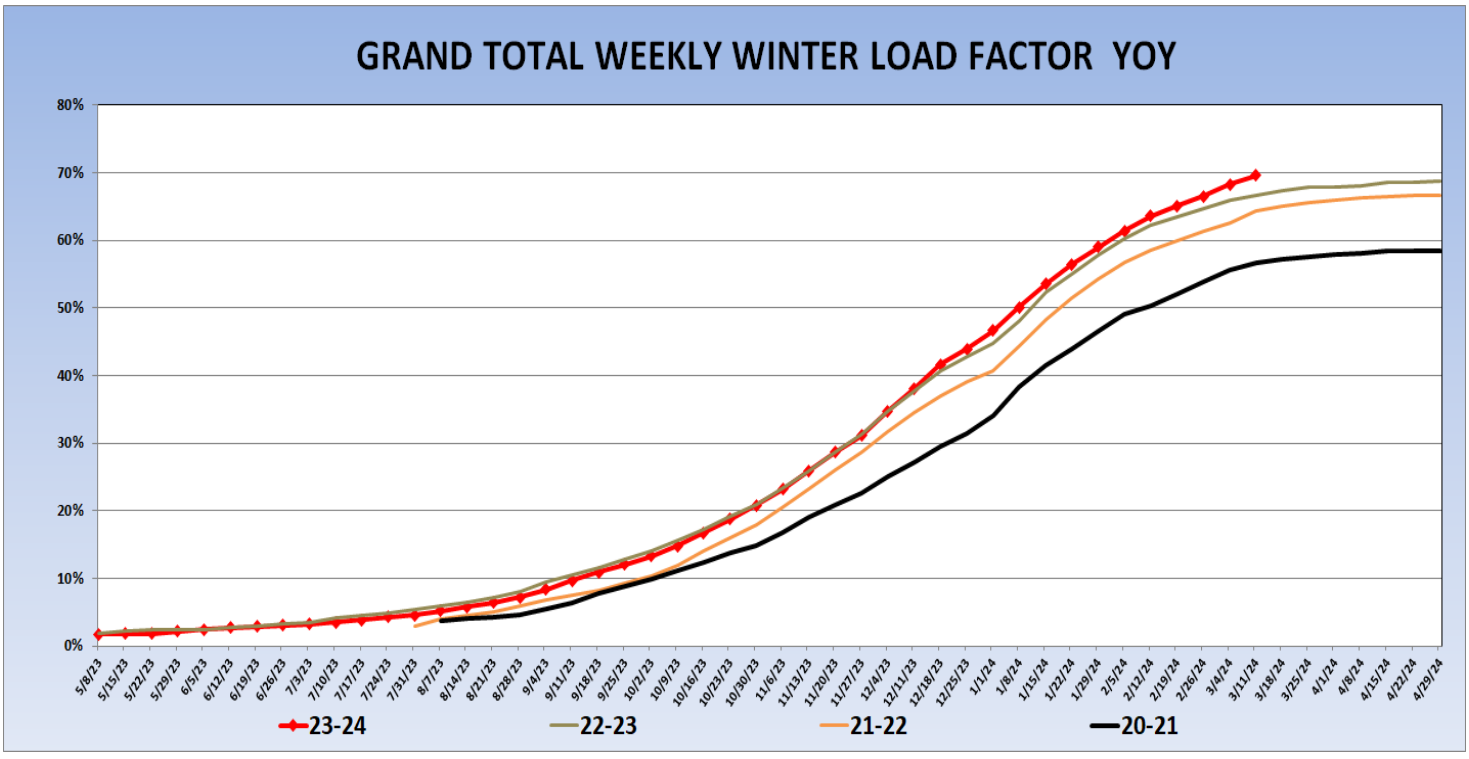
- **UA-DEN:** A total of 15 flights per week May 23 – September 21 (2x daily plus a third mid-afternoon turn on Saturdays).
- **UA-IAH:** 2x/week June 28 - September 1 (Fri-Sat in / Sat-Sun out).
- **JSX-DAL:** 5x/week May 23 – September 2 (daily x Tue-Wed).

Air Program Reports – Winter, 2023-24 as of 3/11/24

All Flights – Total Seats Sold vs. previous three years



All Flights – Total Load Factor vs. previous three years



Bus program reports – February, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												
Total	**97,247**	**4,841**	**5,698**	**162,581**	**60**	**20.1**	**1,620.8**	**79,185**			**18,062**	**22.8%**

Passengers by Stop – Winter 2023-24

2023-2024 Winter RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
November	9	361	73	320	423	394	487	329	337	516	121	144	134	469	128	26	26	40	180	4,380
December	31	1,614	586	1,491	2,182	2,213	3,523	1,581	1,713	2,565	551	897	889	2,604	502	101	134	279	1,317	24,240
January	31	1,951	786	1,752	2,321	2,582	4,017	1,982	1,815	2,757	547	1,049	845	2,653	638	103	153	246	1,690	27,249
February	29	1,966	784	1,487	2,048	2,249	3,474	1,856	1,650	2,752	480	1,141	816	2,776	589	100	123	304	1,890	25,896
March																				-
April																				-
Total	**100**	**5,892**	**2,229**	**5,050**	**6,974**	**7,438**	**#####**	**5,748**	**5,515**	**8,590**	**1,699**	**3,231**	**2,684**	**8,502**	**1,857**	**330**	**436**	**869**	**5,077**	**81,765**
Avg / Day		**58.9**	**22.3**	**50.5**	**69.7**	**74.4**	**115.0**	**57.5**	**55.2**	**85.9**	**17.0**	**32.3**	**26.8**	**85.0**	**18.6**	**3.3**	**4.4**	**8.7**	**50.8**	**817.7**

2023-2024 Winter RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
November	9	1,923	1,165	12	33	37	108	429	74	21	103	51	3,527
December	31	10,742	6,854	94	111	209	601	2,428	429	111	376	431	19,958
January	31	12,389	7,075	121	148	255	750	2,474	374	98	424	601	22,235
February	29	11,990	7,404	64	132	248	642	2,675	461	145	387	394	21,867
March													-
April													-
Total	**100**	**#####**	**22,498**	**291**	**424**	**749**	**2,101**	**8,006**	**1,338**	**375**	**1,290**	**1,477**	**67,587**
Avg / Day		**370.4**	**225.0**	**2.9**	**4.2**	**7.5**	**21.0**	**80.1**	**13.4**	**3.8**	**12.9**	**14.8**	**675.9**

Passenger Boardings by Time – Winter 2023-24

Northbound

Gunnison Valley RTA Passengers by Time - Winter 2023-4							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	56	382	521	421			**1,380**
5:51 AM	80	686	805	720			**2,291**
6:21 AM	89	591	706	622			**2,008**
6:36 AM	118	631	571	666			**1,986**
6:51 AM	175	860	1145	985			**3,165**
7:06 AM	167	1149	1253	1,160			**3,729**
7:26 AM	229	1404	1640	1,568			**4,841**
7:56 AM	212	1384	1549	1,453			**4,598**
8:26 AM	141	884	1072	1,028			**3,125**
8:41 AM	172	630	624	840			**2,266**
8:56 AM	136	688	813	841			**2,478**
9:11 AM	139	734	762	647			**2,282**
9:31 AM	180	813	977	874			**2,844**
10:01 AM	185	939	1146	975			**3,245**
10:31 AM	155	950	1032	977			**3,114**
11:01 AM	179	967	1089	900			**3,135**
11:36 AM	186	805	920	666			**2,577**
12:06 PM	156	701	821	656			**2,334**
12:36 PM	108	670	671	539			**1,988**
12:51 PM	111	381	369	330			**1,191**
1:21 PM	75	438	483	435			**1,431**
1:41 PM	68	388	478	494			**1,428**
2:11 PM	104	500	574	523			**1,701**
2:26 PM	96	409	353	302			**1,160**
2:56 PM	108	589	674	530			**1,901**
3:11 PM	63	326	323	315			**1,027**
3:26 PM	66	443	505	435			**1,449**
3:46 PM	97	582	575	603			**1,857**
4:16 PM	105	506	510	578			**1,699**
4:31 PM	66	410	374	398			**1,248**
5:01 PM	90	462	490	468			**1,510**
5:31 PM	74	416	555	571			**1,616**
6:01 PM	95	403	594	556			**1,648**
6:36 PM	49	296	408	541			**1,294**
7:06 PM	63	461	449	520			**1,493**
7:36 PM	50	333	297	370			**1,050**
8:06 PM	43	264	342	402			**1,051**
8:41 PM	19	254	235	330			**838**
9:11 PM	38	224	242	268			**772**
9:41 PM	17	99	180	208			**504**
10:11 PM	20	188	122	181			**511**
Total	**4,380**	**24,240**	**27,249**	**25,896**	**0**	**0**	**81,765**

Average Riders per Bus - Winter 2023-24							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	6.2	12.3	16.8	14.5			**13.8**
5:51 AM	8.9	22.1	26.0	24.8			**22.9**
6:21 AM	9.9	19.1	22.8	21.4			**20.1**
6:36 AM	13.1	20.4	18.4	23.0			**19.9**
6:51 AM	19.4	27.7	36.9	34.0			**31.7**
7:06 AM	18.6	37.1	40.4	40.0			**37.3**
7:26 AM	25.4	45.3	52.9	54.1			**48.4**
7:56 AM	23.6	44.6	50.0	50.1			**46.0**
8:26 AM	15.7	28.5	34.6	35.4			**31.3**
8:41 AM	19.1	20.3	20.1	29.0			**22.7**
8:56 AM	15.1	22.2	26.2	29.0			**24.8**
9:11 AM	15.4	23.7	24.6	22.3			**22.8**
9:31 AM	20.0	26.2	31.5	30.1			**28.4**
10:01 AM	20.6	30.3	37.0	33.6			**32.5**
10:31 AM	17.2	30.6	33.3	33.7			**31.1**
11:01 AM	19.9	31.2	35.1	31.0			**31.4**
11:36 AM	20.7	26.0	29.7	23.0			**25.8**
12:06 PM	17.3	22.6	26.5	22.6			**23.3**
12:36 PM	12.0	21.6	21.6	18.6			**19.9**
12:51 PM	12.3	12.3	11.9	11.4			**11.9**
1:21 PM	8.3	14.1	15.6	15.0			**14.3**
1:41 PM	7.6	12.5	15.4	17.0			**14.3**
2:11 PM	11.6	16.1	18.5	18.0			**17.0**
2:26 PM	10.7	13.2	11.4	10.4			**11.6**
2:56 PM	12.0	19.0	21.7	18.3			**19.0**
3:11 PM	7.0	10.5	10.4	10.9			**10.3**
3:26 PM	7.3	14.3	16.3	15.0			**14.5**
3:46 PM	10.8	18.8	18.5	20.8			**18.6**
4:16 PM	11.7	16.3	16.5	19.9			**17.0**
4:31 PM	7.3	13.2	12.1	13.7			**12.5**
5:01 PM	10.0	14.9	15.8	16.1			**15.1**
5:31 PM	8.2	13.4	17.9	19.7			**16.2**
6:01 PM	10.6	13.0	19.2	19.2			**16.5**
6:36 PM	5.4	9.5	13.2	18.7			**12.9**
7:06 PM	7.0	14.9	14.5	17.9			**14.9**
7:36 PM	5.6	10.7	9.6	12.8			**10.5**
8:06 PM	4.8	8.5	11.0	13.9			**10.5**
8:41 PM	2.1	8.2	7.6	11.4			**8.4**
9:11 PM	4.2	7.2	7.8	9.2			**7.7**
9:41 PM	1.9	3.2	5.8	7.2			**5.0**
10:11 PM	2.2	6.1	3.9	6.2			**5.1**
Total	**11.9**	**19.1**	**21.4**	**21.8**			**19.9**

Passenger Boardings by Time – Winter 2023-24

Southbound

Departing Mt. CB	Southbound Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	31	178	206	201			616
7:10 AM	38	230	280	302			850
7:40 AM	35	151	165	167			518
7:55 AM	15	97	107	125			344
8:10 AM	27	57	89	89			262
8:25 AM	24	122	116	113			375
8:45 AM	29	141	166	151			487
9:15 AM	17	144	178	156			495
9:45 AM	28	125	145	143			441
10:00 AM	30	132	82	107			351
10:15 AM	30	108	135	117			390
10:30 AM	34	154	117	93			398
10:50 AM	37	190	186	191			604
11:20 AM	82	362	372	254			1,070
11:50 AM	80	447	423	342			1,292
12:20 PM	102	388	430	441			1,361
12:55 PM	99	510	582	504			1,695
1:25 PM	128	598	572	526			1,824
1:55 PM	87	672	781	611			2,151
2:10 PM	107	406	484	510			1,507
2:40 PM	141	731	823	744			2,439
3:00 PM	118	758	881	816			2,573
3:30 PM	213	998	1085	1,097			3,393
3:45 PM	163	914	1189	1,161			3,427
4:15 PM	330	1555	1717	1,654			5,256
4:30 PM	183	1059	1215	1,215			3,672
4:45 PM	157	915	1070	1,051			3,193
5:05 PM	241	1275	1385	1,265			4,166
5:35 PM	189	1021	1050	959			3,219
5:50 PM	94	679	754	715			2,242
6:20 PM	104	739	769	831			2,443
6:50 PM	51	389	492	631			1,563
7:20 PM	51	409	435	426			1,321
7:55 PM	52	338	416	484			1,290
8:25 PM	91	503	419	375			1,388
8:55 PM	49	362	557	605			1,573
9:25 PM	76	498	580	598			1,752
10:00 PM	58	455	638	704			1,855
10:30 PM	42	446	430	533			1,451
11:00 PM	31	314	400	463			1,208
11:30 PM	33	388	314	397			1,132
Total	**3,527**	**19,958**	**22,235**	**21,867**	**0**	**0**	**67,587**
Overall Total	**7,907**	**44,198**	**49,484**	**47,763**	**-**	**-**	**149,352**

Departing Mt. CB	Southbound Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	3.4	5.7	6.6	6.9			6.2
7:10 AM	4.2	7.4	9.0	10.4			8.5
7:40 AM	3.9	4.9	5.3	5.8			5.2
7:55 AM	1.7	3.1	3.5	4.3			3.4
8:10 AM	3.0	1.8	2.9	3.1			2.6
8:25 AM	2.7	3.9	3.7	3.9			3.8
8:45 AM	3.2	4.5	5.4	5.2			4.9
9:15 AM	1.9	4.6	5.7	5.4			5.0
9:45 AM	3.1	4.0	4.7	4.9			4.4
10:00 AM	3.3	4.3	2.6	3.7			3.5
10:15 AM	3.3	3.5	4.4	4.0			3.9
10:30 AM	3.8	5.0	3.8	3.2			4.0
10:50 AM	4.1	6.1	6.0	6.6			6.0
11:20 AM	9.1	11.7	12.0	8.8			10.7
11:50 AM	8.9	14.4	13.6	11.8			12.9
12:20 PM	11.3	12.5	13.9	15.2			13.6
12:55 PM	11.0	16.5	18.8	17.4			17.0
1:25 PM	14.2	19.3	18.5	18.1			18.2
1:55 PM	9.7	21.7	25.2	21.1			21.5
2:10 PM	11.9	13.1	15.6	17.6			15.1
2:40 PM	15.7	23.6	26.5	25.7			24.4
3:00 PM	13.1	24.5	28.4	28.1			25.7
3:30 PM	23.7	32.2	35.0	37.8			33.9
3:45 PM	18.1	29.5	38.4	40.0			34.3
4:15 PM	36.7	50.2	55.4	57.0			52.6
4:30 PM	20.3	34.2	39.2	41.9			36.7
4:45 PM	17.4	29.5	34.5	36.2			31.9
5:05 PM	26.8	41.1	44.7	43.6			41.7
5:35 PM	21.0	32.9	33.9	33.1			32.2
5:50 PM	10.4	21.9	24.3	24.7			22.4
6:20 PM	11.6	23.8	24.8	28.7			24.4
6:50 PM	5.7	12.5	15.9	21.8			15.6
7:20 PM	5.7	13.2	14.0	14.7			13.2
7:55 PM	5.8	10.9	13.4	16.7			12.9
8:25 PM	10.1	16.2	13.5	12.9			13.9
8:55 PM	5.4	11.7	18.0	20.9			15.7
9:25 PM	8.4	16.1	18.7	20.6			17.5
10:00 PM	6.4	14.7	20.6	24.3			18.6
10:30 PM	4.7	14.4	13.9	18.4			14.5
11:00 PM	3.4	10.1	12.9	16.0			12.1
11:30 PM	3.7	12.5	10.1	13.7			11.3
Total	**9.6**	**15.7**	**17.5**	**18.4**			**16.5**
Overall Total	**10.7**	**17.4**	**19.5**	**20.1**			**18.2**

Winter 2023-24 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	96.4%	97.8%	98.6%	0.0%	1.4%
December	31	1,271	1,256	94.6%	98.0%	98.3%	1.1%	0.6%
January	31	1,271	1,239	84.4%	94.9%	96.4%	2.7%	0.9%
February	29	1,189	1,178	89.6%	97.2%	98.3%	1.8%	-0.1%
March								
April								
Total	**100**	**4,100**	**4,037**	**90.2%**	**96.8%**	**97.8%**	**1.7%**	**0.5%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	364	97.3%	99.5%	99.5%	0.0%	0.5%
December	31	1,271	1,257	92.6%	97.8%	99.0%	0.3%	0.7%
January	31	1,271	1,243	83.2%	92.7%	96.1%	2.3%	1.6%
February	29	1,189	1,181	89.8%	95.5%	97.2%	1.1%	1.7%
March								
April								
Total	**100**	**4,100**	**4,045**	**89.3%**	**95.7%**	**97.6%**	**1.1%**	**1.3%**
			Average:	**89.8%**	**96.3%**	**97.7%**	**1.4%**	**0.9%**

Late/Missed Runs & Incidents – February, 2024

2/01-2/29/2024

Date	Late run	Missed Runs	Reason
2-Feb	1:41 PM NB	4:30 PM SB	LATE-BUS NOT AVAIL//CANCELLED-MECHANICAL
2-Feb	N/A	8:06 PM	SCHEDULE CONFLICT
3-Feb	MORNING & 1:41 PM NB	N/A	MOST AM RUNS 15 MINS LATE MAX-WEATHER & MECHANICAL ISSUES/1:41 LATE-NO BUS
5-Feb	N/A	1:41 PM NB	MISCOMMUNICATION
6-Feb	3:30 PM SB	N/A	LAST 1/2 OF RUN LATE BECAUSE OF ACCIDENT-NO NOTE HOW LATE
9-Feb	N/A	9:31 AM NB & 2:26 PM NB	MISSED RUN BECAUSE OF "CLEAN UP"//ADA 12:55 PM SB//DRVR MISUNDERSTOOD
9-Feb	N/A	3:45 PM SB & 4:31 PM NB & 5:50 PM SB	CANCELLED-1ST RUN DRVR MISUNDERSTOOD/ NO NOTE WHY 4:31 PM RT XLD
10-Feb	2:56 PM NB ??/ 8:41 PM NB	N/A	HAD TO FUEL VEHICLE-LATE (NO NOTE WHICH RUN)// MECHANICAL
13-Feb	N/A	11:36 AM NB & 12:55 PM SB	MISSED RUNS-MECHANICAL
15-Feb	7:55 PM SB	N/A	20 MINS LATE WEATHER & ROAD CONDITIONS
17-Feb	3:11 PM NB & 6:36:PM NB	N/A	LAST MINUTE BUS SWITCH-MECHANICAL BOTH RUNS
19-Feb	N/A	1:21 PM NB & 2:40 PM SB & 3:26 PM NB	RUNS XLD DUE TO SIGNIFICANT DELAYS
19-Feb	N/A	3:46 PM NB &5:05 PM SB	MECHANICAL ISSUES
27-Feb	MANY AM RUNS	2:56 PM NB & 4:15 PM SB	SNOW CAUSED DELAYS ALL AM 10-20 MINS LATE/ BUS OVERHEATED ON 2:10 PM SB-XLD RUNS-NO BUS TO GET INTO//^;24 PM SB & 6:54 PM SB 10-20 MINS DELAY-NO NOTE WHY
28-Feb	4:16 PM NB	N/A	STARTED RUN 16 MINS LATE- NO REASON GIVEN (IN AEX VEHICLE)

GVRTA 2024 Emissions Analysis – Through January

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March														
April														
May														
June														
July														
August														
September														
October														
November														
December														
Total	**97,247**	**4,841**	**32,940**	**5,439**	**273,600**	**1,257,068**	**983,468**	**10.113**	**277**	**18,953**	**18,677**	**0.192**	**65,458**	**0.673**

Automobile emissions vs. GVRTA bus emissions:

4.37 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.41 average GVRTA bus trips.

The RTA averaged 20.1 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 56.517 Kg of CO2 emissions and 0.0572 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX	Total Bus Miles	Total Revenue
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	Buses	(odom.)	Miles
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March													
April													
May													
June													
July													
August													
September													
October													
November													
December													
Total	**12,625**	**17,890**	**13,075**	**9,939**	**18,042**	**15,636**	**19,492**	**13,621**	**19,758**	**20,358**	**4,697**	**165,133**	**162,581**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**567,727**	**586,996**	**465,391**	**412,949**	**383,021**	**416,731**	**298,309**	**184,136**	**71,799**	**71,980**			

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory &	
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	Fleet	Total
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												
Total	**$ 8,143**	**$ 3,164**	**$ 9,392**	**$ 4,426**	**$ 1,874**	**$ 6,183**	**$ 1,280**	**$ 6,823**	**$ 1,754**	**$ 1,837**	**$ 46,424**	**$ 91,300**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024									
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March									
April									
May									
June									
July									
August									
September									
October									
November									
December									
Total	**2,190**	**432**	**2,622**	**6,356**	**5,361**	**11,717**	**$ 48,560**	**$ 11,700**	**$ 60,260**

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

May 17, 2024 at 8:00 a.m.
In the Crested Butte Council Chambers located in the Crested Butte Town Offices, 507 Maroon Avenue in Crested Butte.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – MAY 17, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 8:00 A.M.

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF MARCH 22, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE – Letters of support for various grant applications and commitments of local match for GVRTA grant applications
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex & Dean Herrara
6) Air service update – Bill Tomcich
7) Bus operating and capital planning project and surveying update – Scott Truex and Leia Morrison
8) Update on CB South bus stop improvements – Scott Truex
9) Update on bus grant applications – Scott Truex

8:35 G. PUBLIC COMMENT PERIOD

8:40 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:45 I. NEW BUSINESS
1) Impacts of Hwy. 50 road closure on GVRTA operations – Scott Truex
2) Review of Transportation Services Contract with AEX contract and decision regarding a twelve-month extension of the contract from 11/17/2024 to 11/16/2025 for the provision of commuter bus service – Scott Truex – discussion and **possible motion & decision requested**
3) Resolution #1, Series 2024 - A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY APPROVING THE GUNNISON VALLEY TRANSPORTATION AUTHORITY TITLE VI PLAN, PUBLIC NOTICE OF RIGHTS / COMPLAINTS PROCESS, LIMITED ENGLISH PROFICIENCY PLAN, PUBLIC

PARTICIPATION PLAN, AND POLICIES AND PROCEDURES FOR THE USE OF GUNNISON VALLEY RTA PUBLIC TRANSPORTATION – **motion & decision requested**

4) **Executive session** for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison – Janet Farmer – **motion & decision requested**

9:30 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – June 28, 2024 at 8:00 a.m. in the Gunnison County Courthouse

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

March 22, 2024

Gunnison County Commissioners Meeting Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty, and Matt Schwartz

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, John Norton (ZOOM), Dean Herrara, AEX Representatives, City of Gunnison Representatives, and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF FEBRUARY 16, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported that Jermaine's is now open at the airport and has been very successful thus far. This summer, the ramp project on the GA side will begin.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that they are pleased with the winter load factors and that the new summer schedules are now on the TAPP website.

5)Bus service update

Scott Truex reported that the RTA had another record month for ridership, up 25% year over year for the month of February. The additional Gunnison bus shelters have been ordered and will arrive around mid-July. The new bike racks have arrived and will be installed on the buses. Truex reported that the RTA passed the CIRSA audit. The electrical work has been completed at the shop. Truex mentioned the Crested Butte News article regarding parking for clarification and discussion with the board. Laura Puckett Daniels reiterated that we have to increase service to get people to ride the bus. We will have thirty-three round trips scheduled for this summer.

6)Air Service Update
Bill Tomcich summarized his flight reliability report, which was included in the board packet. There was a discussion on the disruptions in February. The overall numbers for February included a 99.2% completion factor; last February, it was 91%. For passenger loads, all three carriers ran load factors averaging 82%. Tomcich reported that March is pacing 16% ahead and April and May. After April 9th, we will be down to one flight per day. Houston flight begins at the end of June, but they operate at their own risk with no MRG. JSX's numbers were less than 50% in the month of January and 49.3% in February. JSX expanded its capacity from 4 flights to 5 but saw no passenger growth. Tomcich also reported that the MRG for the Houston winter flight had a substantial cost increase this year.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Laura Puckett Daniels asked that the board be provided with information on how diesel will impact the emissions report and compare it to CNG in the future when we look to expand the RTA bus fleet with diesel.

I. New Business

1) CNG Fuel Pump has a scheduled downtime discussion. Scott Truex received a notice that Gunnison Auto and Performance will dig up their fueling site starting April 15th, and after discussing it with Trillium, the RTA should be able to continue CNG fuel operations during the entirety of the project.
2) Bus operating and capital planning project and surveying update discussion
   Scott Truex updated the board on the progress of the surveys. As of the date of this meeting, we have over 370 surveys completed (last time, we only received 130 in the winter), and over half are actively riding the bus while they are surveyed. Scott will bring the winter survey results to the next board meeting. We will close the survey at the end of March and reopen it in June. We will send the board draft chapters of the plan as they come out. Scott requested that the scope of our contract be changed to expand our community outreach, with four additional meetings and two additional days with the consultants. Fehr & Peirce quoted an additional $5,000 for more public input.
   Diego Plata **moved to approve adjusting the scope of work with Fehr & Peirce as described**, and Anna seconded the motion. The motion passed unanimously.

3) Update on bus grant applications discussion
   Scott Truex reported that we are applying for grants for two more buses. Our two oldest vehicles are approaching 600,000 miles. Danny has done a great job keeping these older, high-mileage buses running, but their expected useful life is 500,000 miles. One grant is through the Congressionally Directed Spending (formerly known as an earmark), and the RTA has asked Senator Bennett & Hickenlooper for letters of support. The second is 5339 Bus & Bus Facility Grants. We will apply for these grants, but it will take a year to a year and a half before we get the funding. If we do not receive funding, we must consider spending local funds. The third funding source is through CDOT, and we will apply for two replacement buses. We will withdraw the second expansion request if we get the expansion award. Procurement through CDOT has already gone through, so we piggyback off their order. Laura Puckett Daniels was concerned that we would compete with local entities (City/County) for the congressionally directed spending funds. Scott reported that we are applying with four other transit agencies. Discussion ensued.
4) Executive session for the purpose of determining positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison

   Diego Plata and Matt Schwarts recused themselves from the executive session.

   Janet Farmer ***moved pursuant to section 24-6-402(4)(a) of the Colorado Revised Statutes, that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of discussing negotiations relating to the possible purchase of a vacant lot in the City of Gunnison, Colorado.*** Laura Puckett Daniels seconded the motion and the motion passed unanimously.

   An announcement was made by the presiding officer, Janet Farmer prior to entering the executive session: “The Executive Session is not open to the public, and action may not be taken. It is Friday, March 22, and the time is a.m. For the record, I am the presiding officer; Janet Farmer the Board Chair. Present at this Executive Session are the board members in attendance except for Diego Plata and Matt Schwarts, who have recused themselves, and Scott Truex, Leia Morrison, Anton Sinkewich, and Andie Ruggera.
   If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record.”

   At 9:07 am the Board went into executive session.

   An announcement made by the presiding officer upon returning to the open meeting: “The time is now 9:26 a.m., and the Executive Session has been concluded.

The participants in the Executive Session were Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Anna Fenerty, Scott Truex, Anton Sinkewich, Andie Ruggera, and Leia Morrison.

For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record."

No concerns were stated.

The meeting adjourned at 9:27 am.

February, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on May 8, 2024 with information provided by the County Finance Department and shows posted revenues through March, 2024 and expenditures through February, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	**$ 471,261.32**	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000	**$ 503,628.53**	3.8%	3.9%	$ 503,629
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000	**$ 518,936.20**	-3.5%	-3.5%	$ 518,936
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000				$ 296,774
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000				$ 371,561
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000				$ 544,420
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 753,805
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,167
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,949	$ 516,000				$ 528,948
Year-to-date	**$ 1,218,411**	**$ 1,470,485**	**$ 1,493,771**	**$ 1,494,000**	**$ 1,493,826.05**	**0.0%**	**0.0%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,980**	**$ 5,996,000**		**1.0%**	**0.0%**	**$ 6,053,034**

Gunnison Valley Transportation Authority

Financial Report - February, 2024

	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 1,493,826.05**	**$ 5,996,000**	**$ 57,034**	**$ 6,053,034**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 1,493,826.05	$ 4,313,000	$ 357,034	$ 4,670,034
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 1,493,826.05	**$ 5,996,000**	**$ 57,034**	**$ 6,053,034**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - February, 2024	YTD Actual	2024 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,741,828	$ 1,924,030	$ (182,202)	$ 1,741,828
Revenues				
Sales Tax Revenues	$ 1,493,826.05	$ 4,313,000	$ 357,034	$ 4,670,034
Sales Tax - Clerk	$ 10,027.84	$ 36,000	$ 4,000	$ 40,000
Interest Charges	$ -	$ 2,700	$ (1,250)	$ 1,450
Other Fines	$ -	$ 16,000	$ (5,000)	$ 11,000
Rental Income	$ 15,221.00	$ 97,000	$ 14,000	$ 111,000
Earnings on Investments	$ 28,319.96	$ 60,000	$ 15,000	$ 75,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ -	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 1,547,394.85**	**$ 4,884,212**	**$ 383,784**	**$ 5,267,996**
Expenditures:				
Postage	$ -	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 36.00	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 3,965.33	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ -	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ -	$ 6,000	$ (3,000)	$ 3,000
Travel - Lodging	$ -	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ -	$ 8,000	$ -	$ 8,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 13,946.08	$ 92,000	$ 5,000	$ 97,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 12,150.68	$ 67,000	$ -	$ 67,000
Management Services - TMS	$ 24,336.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ -	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ -	$ 31,000	$ (2,000)	$ 29,000
County Treasurer's Fees	$ 9,216.18	$ 75,000	$ -	$ 75,000
Late Night Taxi Donation	$ 37,894.68	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 482.76	$ 15,000	$ (2,000)	$ 13,000
Dues & Memberships	$ 16,595.29	$ 23,000	$ -	$ 23,000
Auditing	$ -	$ 9,000	$ -	$ 9,000
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 12.26	$ 10,000	$ -	$ 10,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 2,203.34	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 24,336.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 23,218.57	$ 133,000	$ (23,000)	$ 110,000
5311 - O CNG Fuel	$ 74,213.36	$ 400,000	$ 2,000	$ 402,000
5311 - O Repair & Maintenance - Vehicles	$ 91,300.07	$ 605,000	$ 45,000	$ 650,000
5311 - O Purchased Transportation Services	$ 546,286.94	$ 2,850,000	$ 266,000	$ 3,116,000
Total Expenditures	**$ 900,480.94**	**$ 4,650,528**	**$ 279,895**	**$ 4,930,423**
Ending General Fund Balance	**$ 2,388,742**	**$ 2,157,714**	**$ (78,313)**	**$ 2,079,401**

Report shows posted revenues through March and expenditures through February.

Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - February, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	**$ -**	**$ 500,000**	**$ -**	**$ 500,000**
Expenditures:				
5339 - c Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ -	$ -	$ 116,000	$ 116,000
Housing/Land Purchases	$ 2,541.89	$ -	$ 2,456	$ 2,456
Capital Improvements	$ -	$ 125,000	$ (15,000)	$ 110,000
Total Expenditures	**$ 2,541.89**	**$ 125,000**	**$ 103,456**	**$ 228,456**
Ending Fund Balance	**$ 1,311,094**	**$ 1,551,663**	**$ 33,517**	**$ 1,585,180**
Report shows posted revenues through March and expenditures through February.				
Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.				

GVRTA Air Command Fund Financial Report - February, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant	$ -	$ 300,000	$ (300,000)	$ -
Total Revenues	**$ -**	**$ 1,050,000**	**$ (600,000)**	**$ 450,000**
Expenditures:				
Airline Guarantees - Winter	$ -	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 24,448.43	$ 102,000	$ -	$ 102,000
Payment to Airport for Airline Mechanic Subsidy	$ -	$ 45,000	$ -	$ 45,000
Airline Guarantees - Summer	$ -	$ 600,000	$ (600,000)	$ -
Total Expenditures	**$ 24,448.43**	**$ 1,268,954**	**$ (600,000)**	**$ 668,954**
Ending Fund Balance	**$ 2,175,950**	**$ 1,980,511**	**$ 933**	**$ 1,981,444**
Report shows posted revenues through March and expenditures through February.				
Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.				

GVRTA Senior Transportation Fund Financial Report - February, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	**$ -**	**$ 433,000**	**$ -**	**$ 433,000**
Expenditures:				
Capital Expenses	$ 91,986.60	$ 120,000	$ (6,221)	$ 113,779
Contracted Services	$ 60,259.96	$ 400,000	$ -	$ 400,000
Total Expenditures	**$ 152,246.56**	**$ 520,000**	$ (6,221)	**$ 513,779**
Ending Fund Balance	**$ 285,143**	**$ 349,262**	**$ 7,349**	**$ 356,611**
Report shows posted revenues through March and expenditures through February.				
Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - February, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	**$ 5,693,252**	**$ 5,736,420**	**$ (43,168)**	**$ 5,693,252**
Revenues:	$ 1,547,395	$ 6,867,212	$ (216,216)	$ 6,650,996
Expenditures:	$ 1,079,718	$ 6,564,482	$ (222,870)	$ 6,341,612
Ending Fund Balance	**$ 6,160,929**	**$ 6,039,150**	**$ (36,514)**	**$ 6,002,636**
Report shows posted revenues through March and expenditures through February.				
Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.				

GVRTA Summary of all Funds Financial Report - February, 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,741,828	$ 2,388,742	$ 2,157,714	$ (78,313)	$ 2,079,401
Capital Reserve Fund Balance	$ 1,313,636	$ 1,311,094	$ 1,551,663	$ 33,517	$ 1,585,180
Air Command Fund Balance	$ 2,200,398	$ 2,175,950	$ 1,980,511	$ 933	$ 1,981,444
Senior Transportation Fund Balance	$ 437,390	$ 285,143	$ 349,262	$ 7,349	$ 356,611
Total Fund Balance	**$ 5,693,252**	**$ 6,160,929**	**$ 6,039,150**	**$ (36,514)**	**$ 6,002,636**
Report shows posted revenues through March and expenditures through February.					
Report prepared by Scott Truex with information from the County Finance department on May 8, 2024.					

March 28, 2024

The Honorable John Hickenlooper
United States Senator
SR-374 Russell Senate Building
Washington, DC 20510

The Honorable Michael Bennet
United States Senator
261 Russell Senate Building
Washington, DC 20510

RE: Gunnison Watershed School District and Gunnison Valley RTA support the Crested Butte Gateway Red Lady Roundabout Project

Dear Senator John Hickenlooper and Senator Michael Bennet,

We are writing to express the Gunnison Watershed School District's and the Gunnison Valley RTA's support for the Town of Crested Butte's application for FY2025 Appropriations funding for the Crested Butte Gateway Red Lady Roundabout Project. With funding assistance, the Town will convert the intersection of CO-135 and Red Lady Ave to a roundabout to boost safety for all roadway users and improve traffic efficiency at the entrance to downtown Crested Butte and the Crested Butte Community School.

The Gunnison Valley RTA is the regional transit provider between Gunnison, Crested Butte and Mt. Crested Butte and carried over 327,000 passengers through the Red Lady and CO 135 intersection last year. The Gunnison Watershed School District operates the Crested Butte Community School which is adjacent to the Gateway Red Lady Roundabout Project.

Our entities support the Crested Butte Gateway Red Lady Roundabout Project because it will boost safety for all roadway users, especially students and families coming to and from Crested Butte Community School; mitigate congestion and boost traffic efficiency at the gateway entrance to Crested Butte; and reduce vehicle greenhouse gas and pollutant emissions in support of climate sustainability and public health.

Both the Gunnison Valley RTA and the Gunnison Watershed School District are ready to be engaged and supportive of the Crested Butte Gateway Red Lady Roundabout Project moving forward.

Sincerely,

Leslie Nichols

Leslie Nichols,
Superintendent
Gunnison Watershed School District

Sincerely,

Janet R. Farmer

Janet R. Farmer
Board Chair
Gunnison Valley RTA

April 5, 2024

Mr. Paul DesRocher, ASP
Director, Division of Transit and Rail
Colorado Department of Transportation (CDOT)
2829 West Howard Place
Denver, CO 80204

Support for the Mountain Express Bus Storage, Maintenance, and Operations Facility for the Federal Transit Administration (FTA) Section 5339(b) Competitive Grant Program

Dear Mr. Paul DesRocher:

The Gunnison Valley Rural Transportation Authority is writing to express support for the Mountain Express Bus Storage, Maintenance, and Operations Facility that has been submitted for funding consideration through the FTA's 5339(b) Grants for Buses and Bus Facilities Competitive Program. Since the inception of the RTA in 2002, RTA and the Mountain Express have worked together to provide fare free public transit in the Gunnison Valley.

Gunnison Valley RTA and the Mountain Express have had a longstanding relationship collaborating on this project. The Gunnison Valley RTA and the Mountain Express purchased and co-joined land to promote a cohesive transit campus in the Whetstone Industrial Park. The Gunnison Valley RTA recently completed a project to build its portion of the campus and opened the facility for use in February of 2023. We have worked together as active partners to share costs related to site work including site readiness, NEPA analysis, utility installation and security.

Gunnison Valley RTA is dedicated to this effort as the service the Mountain Express provides helps RTA riders reach their final destinations. The combined transit campus will allow for continued collaboration between us and ensures the fleet of both entities will remain in a state of good repair. We believe completion of this project will help the Mountain Express provide safe, efficient, and reliable public transit to our region and will help support the future evolution and growth of the Mountain Express.

We acknowledge the specific roles and responsibilities fulfilled by us in this partnership and look forward to the implementation of this project.

Sincerely,

Janet R. Farmer

Janet R. Farmer
Board Chair,
Gunnison Valley RTA

April 4, 2024

The Honorable Pete Buttigieg
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Gunnison Valley RTA supports the Gunnison Valley SH 135 Comprehensive Safety Package

Dear Secretary Buttigieg,

I am writing to express my strong support for the Gunnison Valley SH 135 Comprehensive Safety Package. With DOT Safe Streets and Roads for All funding assistance, Gunnison County, the City of Gunnison, and the Town of Crested Butte, Colorado will implement highway safety reconfigurations, critical intersection redesigns, and emergency response improvements to boost the safety of the Valley's transportation network.

Gunnison Valley RTA is the regional transit provider between Gunnison, Crested Butte and Mt. Crested Butte and we carried over 327,000 passengers on our commuter bus route along SH 135 last year. Gunnison Valley RTA supports the Gunnison Valley SH 135 Comprehensive Safety Package because it will boost safety for all roadway users; mitigate congestion and boost traffic efficiency at key intersections; improves the accessibility and efficiency of transit and its connection to workforce and affordable housing; and reduces greenhouse gas and pollutant emissions in support of climate sustainability and public health.

Gunnison Valley RTA is ready to be engaged and supportive of the Gunnison Valley SH 135 Comprehensive Safety Project moving forward. Please give the application the highest consideration. Thank you.

Sincerely,

Janet R. Farmer

Janet R. Farmer
Board Chair,
Gunnison Valley RTA

STRUEX@GUNNISONVALLEYRTA.ORG
(970) 275-0111

WE MOVE YOU!
PO BOX 39, CRESTED BUTTE, CO 81224

April 5, 2024

To whom it may concern,

Please accept this letter committing the Gunnison Valley RTA to provide the local match for our bus replacement project.

This bus replacement project will allow the RTA to continue to better serve the residents and visitors of our valley effectively. The GVRTA Board of Directors, as well as the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable.

To ensure the viability of this project, the GVRTA Board of Directors has identified GVRTA reserve account funds in the amount of $356,731 to provide as local match for the vehicle purchase and these local funds are available immediately.

Please contact our Executive Director, Scott Truex at struex@gunnisonvalleyrta.org with any questions.

Thank you.

Janet R. Farmer

Janet R. Farmer
Gunnison Valley RTA
Board Chair

April 5, 2024

To whom it may concern,

Please accept this letter committing the Gunnison Valley RTA to provide the local match for our fleet expansion project.

This bus expansion project will allow the RTA to continue to better serve the residents and visitors of our valley effectively. The GVRTA Board of Directors, as well as the towns of Crested Butte and Mt. Crested Butte, the City of Gunnison, and Gunnison County are all fully supportive of this application, as it keeps our service running at peak performance with buses that are safe and reliable.

To ensure the viability of this project, the GVRTA Board of Directors has identified GVRTA reserve account funds in the amount of $267,548 to provide as local match for the vehicle purchase and these local funds are available immediately.

Please contact our Executive Director, Scott Truex at struex@gunnisonvalleyrta.org with any questions.

Thank you.

Janet R. Farmer

Janet R. Farmer
Gunnison Valley RTA
Board Chair

RTA Board of Directors Meeting, May 17, 2024

Air Service Update – Bill Tomcich

April Flight Reliability and OTP: April marked another month with 100% of scheduled flights completed and just a handful of minor delays for an OTP % of 93.9%.

The winter season finished with an overall completion factor of 98.4%, compared with 91.8% the winter prior. 88.8% of those flights were completed on-time, versus 74.8% the winter prior.

April Results (total passengers and load factors):

- **American (DFW) – 3 RT flights:** 290 total pax including non-rev's / 768 seats = 37.8% load factor vs 29.1% last year. The demand on these three final trips of the winter season was highly directional with just a 14% LF inbound but 61% outbound.
- **SkyWest (DEN):** 3,578 total pax including non-rev's / 5,320 seats = 67.3% load factor vs 59.5% last year on a capacity increase of +27%.
- **JSX:** Still waiting on April landing reports.
- **Overall (not including JSX and pending final landing reports from AA & YV):** 3,868 / 6,088 seats = 63.5% load factor. This represents a 42% increase in total passengers over last April, which ran an overall load factor of 54.8%. Total passengers also eclipsed the 3,617 achieved in 2022 when United attempted to run 2x daily from DEN for the entire month and wound up running a load factor of barely 35%.

Future Spring & Summer Bookings: May saw a really nice surge of last-minute bookings this past week, and summer is off to a good start.

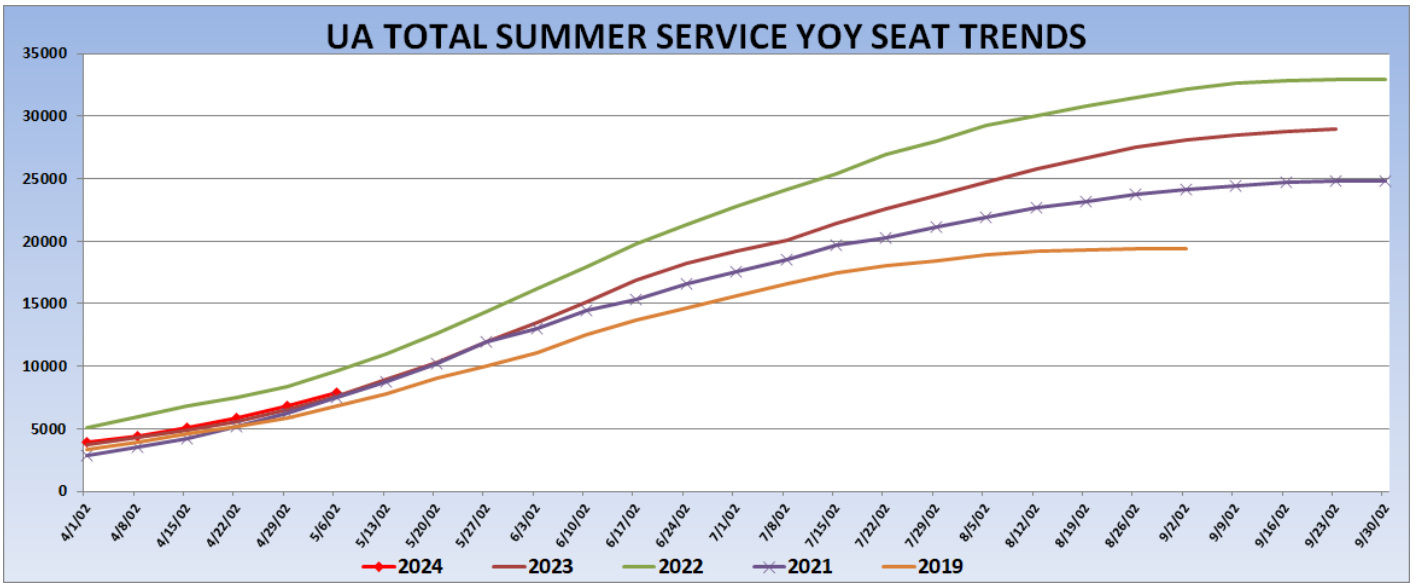
- **May:** Now pacing +36% ahead of last year on a capacity increase of +31%.
- **June:** Pacing +9% ahead of last year on nearly identical capacity.
- **July:** Pacing +9% ahead of last year on a capacity increase of +3%.
- **August:** Pacing +43% ahead of last year on a capacity increase of +3%.
- **September:** Pacing +14% ahead of last year on a capacity increase of +6%.

Summer Schedules: Both United and JSX have published the following summer selling schedules into GUC, representing a net increase of an additional one flight per week now planned by both United and JSX:

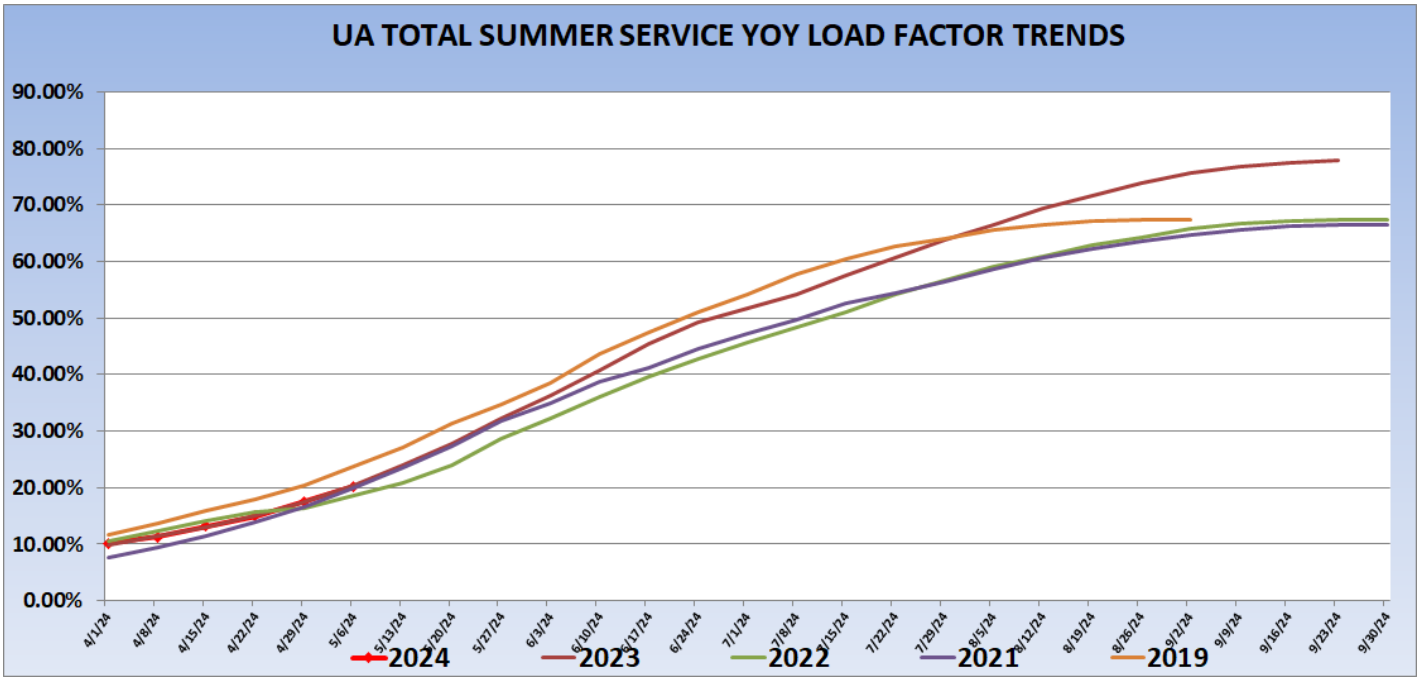
- **UA-DEN:** A total of 15 flights per week May 23 – September 21 (2x daily plus a third mid-afternoon turn on Saturdays).
- **UA-IAH:** 2x/week June 28 - August 18 (Fri-Sat in / Sat-Sun out).
- **JSX-DAL:** Recently trimmed their schedules from May 23 – June 17 back to 4x/week, then 5x/week remain June 20 – September 2 (daily x Tue-Wed) along with an extra flight on Wed, July 3, and they also now plan to offer 4x/week Sep 5 – 30.

Air Program Reports – Summer, 2024 as of 5/6/24

All Flights – Total Seats Sold vs. previous three years



All Flights – Total Load Factor vs. previous three years



Bus program reports – April, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March	48,338	2,519	2,921	84,601	31	19.2	1,559.3	41,003	19.2	1,322.7	**7,335**	**17.9%**
April	23,103	2,081	2,335	67,593	30	11.1	770.1	16,010	9.4	533.7	**7,093**	**44.3%**
May												
June												
July												
August												
September												
October												
November												
December												
Total	**168,688**	**9,441**	**10,954**	**314,775**	**121**	**17.9**	**1,394.1**	**136,198**			**32,490**	**23.9%**

Passengers by Stop – Winter 2023-24

2023-2024 Winter RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
November	9	361	73	320	423	394	487	329	337	516	121	144	134	469	128	26	26	40	180	4,380
December	31	1,614	586	1,491	2,182	2,213	3,523	1,581	1,713	2,565	551	897	889	2,604	502	101	134	279	1,317	24,240
January	31	1,951	786	1,752	2,321	2,582	4,017	1,982	1,815	2,757	547	1,049	845	2,653	638	103	153	246	1,690	27,249
February	29	1,966	784	1,487	2,048	2,249	3,474	1,856	1,650	2,752	480	1,141	816	2,776	589	100	123	304	1,890	25,896
March	31	1,896	725	1,632	2,162	2,399	3,558	1,728	1,795	2,878	467	985	753	2,859	562	114	146	240	2,264	26,601
April	7	375	143	372	444	376	586	486	394	605	59	160	145	527	109	17	22	32	262	5,005
Total	**138**	**8,163**	**3,097**	**7,054**	**9,580**	**#####**	**15,645**	**7,962**	**7,704**	**12,073**	**2,225**	**4,376**	**3,582**	**11,888**	**2,528**	**461**	**604**	**1,141**	**7,603**	**113,371**
Avg / Day		**59.2**	**22.4**	**51.1**	**69.4**	**74.0**	**113.4**	**57.7**	**55.8**	**87.5**	**16.1**	**31.7**	**26.0**	**86.1**	**18.3**	**3.3**	**4.4**	**8.3**	**55.1**	**821.5**

2023-2024 Winter RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
November	9	1,923	1,165	12	33	37	108	429	74	21	103	51	3,527
December	31	10,742	6,854	94	111	209	601	2,428	429	111	376	431	19,958
January	31	12,389	7,075	121	148	255	750	2,474	374	98	424	601	22,235
February	29	11,990	7,404	64	132	248	642	2,675	461	145	387	394	21,867
March	31	11,457	7,615	71	157	236	722	2,913	368	194	526	391	21,737
April	7	1,921	1,356	10	39	67	148	549	165	34	163	81	3,984
Total	**138**	**50,422**	**31,469**	**372**	**620**	**1,052**	**2,971**	**11,468**	**1,871**	**603**	**1,979**	**1,949**	**93,308**
Avg / Day		**365.4**	**228.0**	**2.7**	**4.5**	**7.6**	**21.5**	**83.1**	**13.6**	**4.4**	**14.3**	**14.1**	**676.1**

Passenger Boardings by Time – Winter 2023-24

Northbound

Gunnison Valley RTA Passengers by Time - Winter 2023-4							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	56	382	521	421	424	51	**1,855**
5:51 AM	80	686	805	720	551	98	**2,940**
6:21 AM	89	591	706	622	704	83	**2,795**
6:36 AM	118	631	571	666	691	80	**2,757**
6:51 AM	175	860	1145	985	1,089	150	**4,404**
7:06 AM	167	1149	1253	1,160	1,178	179	**5,086**
7:26 AM	229	1404	1640	1,568	1,498	226	**6,565**
7:56 AM	212	1384	1549	1,453	1,365	199	**6,162**
8:26 AM	141	884	1072	1,028	1,035	161	**4,321**
8:41 AM	172	630	624	840	751	88	**3,105**
8:56 AM	136	688	813	841	876	159	**3,513**
9:11 AM	139	734	762	647	628	118	**3,028**
9:31 AM	180	813	977	874	796	178	**3,818**
10:01 AM	185	939	1146	975	938	189	**4,372**
10:31 AM	155	950	1032	977	1,059	248	**4,421**
11:01 AM	179	967	1089	900	935	237	**4,307**
11:36 AM	186	805	920	666	721	216	**3,514**
12:06 PM	156	701	821	656	678	147	**3,159**
12:36 PM	108	670	671	539	675	146	**2,809**
12:51 PM	111	381	369	330	359	97	**1,647**
1:21 PM	75	438	483	435	388	81	**1,900**
1:41 PM	68	388	478	494	411	87	**1,926**
2:11 PM	104	500	574	523	559	104	**2,364**
2:26 PM	96	409	353	302	326	64	**1,550**
2:56 PM	108	589	674	530	595	122	**2,618**
3:11 PM	63	326	323	315	304	86	**1,417**
3:26 PM	66	443	505	435	408	64	**1,921**
3:46 PM	97	582	575	603	589	155	**2,601**
4:16 PM	105	506	510	578	636	102	**2,437**
4:31 PM	66	410	374	398	427	78	**1,753**
5:01 PM	90	462	490	468	704	150	**2,364**
5:31 PM	74	416	555	571	627	132	**2,375**
6:01 PM	95	403	594	556	626	102	**2,376**
6:36 PM	49	296	408	541	555	106	**1,955**
7:06 PM	63	461	449	520	553	81	**2,127**
7:36 PM	50	333	297	370	465	112	**1,627**
8:06 PM	43	264	342	402	469	73	**1,593**
8:41 PM	19	254	235	330	326	133	**1,297**
9:11 PM	38	224	242	268	261	49	**1,082**
9:41 PM	17	99	180	208	223	50	**777**
10:11 PM	20	188	122	181	198	24	**733**
Total	**4,380**	**24,240**	**27,249**	**25,896**	**26,601**	**5,005**	**113,371**

Average Riders per Bus - Winter 2023-24							
Departing	Northbound						
Rec. Center	Nov	Dec	Jan	Feb	March	April	Total
5:21 AM	6.2	12.3	16.8	14.5	13.7	7.3	**13.4**
5:51 AM	8.9	22.1	26.0	24.8	17.8	14.0	**21.3**
6:21 AM	9.9	19.1	22.8	21.4	22.7	11.9	**20.3**
6:36 AM	13.1	20.4	18.4	23.0	22.3	11.4	**20.0**
6:51 AM	19.4	27.7	36.9	34.0	35.1	21.4	**31.9**
7:06 AM	18.6	37.1	40.4	40.0	38.0	25.6	**36.9**
7:26 AM	25.4	45.3	52.9	54.1	48.3	32.3	**47.6**
7:56 AM	23.6	44.6	50.0	50.1	44.0	28.4	**44.7**
8:26 AM	15.7	28.5	34.6	35.4	33.4	23.0	**31.3**
8:41 AM	19.1	20.3	20.1	29.0	24.2	12.6	**22.5**
8:56 AM	15.1	22.2	26.2	29.0	28.3	22.7	**25.5**
9:11 AM	15.4	23.7	24.6	22.3	20.3	16.9	**21.9**
9:31 AM	20.0	26.2	31.5	30.1	25.7	25.4	**27.7**
10:01 AM	20.6	30.3	37.0	33.6	30.3	27.0	**31.7**
10:31 AM	17.2	30.6	33.3	33.7	34.2	35.4	**32.0**
11:01 AM	19.9	31.2	35.1	31.0	30.2	33.9	**31.2**
11:36 AM	20.7	26.0	29.7	23.0	23.3	30.9	**25.5**
12:06 PM	17.3	22.6	26.5	22.6	21.9	21.0	**22.9**
12:36 PM	12.0	21.6	21.6	18.6	21.8	20.9	**20.4**
12:51 PM	12.3	12.3	11.9	11.4	11.6	13.9	**11.9**
1:21 PM	8.3	14.1	15.6	15.0	12.5	11.6	**13.8**
1:41 PM	7.6	12.5	15.4	17.0	13.3	12.4	**14.0**
2:11 PM	11.6	16.1	18.5	18.0	18.0	14.9	**17.1**
2:26 PM	10.7	13.2	11.4	10.4	10.5	9.1	**11.2**
2:56 PM	12.0	19.0	21.7	18.3	19.2	17.4	**19.0**
3:11 PM	7.0	10.5	10.4	10.9	9.8	12.3	**10.3**
3:26 PM	7.3	14.3	16.3	15.0	13.2	9.1	**13.9**
3:46 PM	10.8	18.8	18.5	20.8	19.0	22.1	**18.8**
4:16 PM	11.7	16.3	16.5	19.9	20.5	14.6	**17.7**
4:31 PM	7.3	13.2	12.1	13.7	13.8	11.1	**12.7**
5:01 PM	10.0	14.9	15.8	16.1	22.7	21.4	**17.1**
5:31 PM	8.2	13.4	17.9	19.7	20.2	18.9	**17.2**
6:01 PM	10.6	13.0	19.2	19.2	20.2	14.6	**17.2**
6:36 PM	5.4	9.5	13.2	18.7	17.9	15.1	**14.2**
7:06 PM	7.0	14.9	14.5	17.9	17.8	11.6	**15.4**
7:36 PM	5.6	10.7	9.6	12.8	15.0	16.0	**11.8**
8:06 PM	4.8	8.5	11.0	13.9	15.1	10.4	**11.5**
8:41 PM	2.1	8.2	7.6	11.4	10.5	19.0	**9.4**
9:11 PM	4.2	7.2	7.8	9.2	8.4	7.0	**7.8**
9:41 PM	1.9	3.2	5.8	7.2	7.2	7.1	**5.6**
10:11 PM	2.2	6.1	3.9	6.2	6.4	3.4	**5.3**
Total	**11.9**	**19.1**	**21.4**	**21.8**	**20.9**	**17.4**	**20.0**

Passenger Boardings by Time – Winter 2023-24

Southbound

Departing	Southbound						
Mt. CB	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	31	178	206	201	190	36	**842**
7:10 AM	38	230	280	302	278	56	**1,184**
7:40 AM	35	151	165	167	157	43	**718**
7:55 AM	15	97	107	125	96	11	**451**
8:10 AM	27	57	89	89	90	14	**366**
8:25 AM	24	122	116	113	111	20	**506**
8:45 AM	29	141	166	151	135	32	**654**
9:15 AM	17	144	178	156	181	26	**702**
9:45 AM	28	125	145	143	146	26	**613**
10:00 AM	30	132	82	107	130	24	**505**
10:15 AM	30	108	135	117	124	23	**537**
10:30 AM	34	154	117	93	119	32	**549**
10:50 AM	37	190	186	191	213	44	**861**
11:20 AM	82	362	372	254	271	56	**1,397**
11:50 AM	80	447	423	342	410	77	**1,779**
12:20 PM	102	388	430	441	413	66	**1,840**
12:55 PM	99	510	582	504	428	86	**2,209**
1:25 PM	128	598	572	526	554	85	**2,463**
1:55 PM	87	672	781	611	607	101	**2,859**
2:10 PM	107	406	484	510	589	104	**2,200**
2:40 PM	141	731	823	744	675	114	**3,228**
3:00 PM	118	758	881	816	753	147	**3,473**
3:30 PM	213	998	1085	1,097	992	213	**4,598**
3:45 PM	163	914	1189	1,161	1,189	211	**4,827**
4:15 PM	330	1555	1717	1,654	1,862	316	**7,434**
4:30 PM	183	1059	1215	1,215	1,001	227	**4,900**
4:45 PM	157	915	1070	1,051	833	126	**4,152**
5:05 PM	241	1275	1385	1,265	1,186	236	**5,588**
5:35 PM	189	1021	1050	959	1,013	179	**4,411**
5:50 PM	94	679	754	715	570	104	**2,916**
6:20 PM	104	739	769	831	824	181	**3,448**
6:50 PM	51	389	492	631	708	80	**2,351**
7:20 PM	51	409	435	426	426	72	**1,819**
7:55 PM	52	338	416	484	426	98	**1,814**
8:25 PM	91	503	419	375	439	83	**1,910**
8:55 PM	49	362	557	605	550	102	**2,225**
9:25 PM	76	498	580	598	655	109	**2,516**
10:00 PM	58	455	638	704	710	97	**2,662**
10:30 PM	42	446	430	533	590	112	**2,153**
11:00 PM	31	314	400	463	514	85	**1,807**
11:30 PM	33	388	314	397	579	130	**1,841**
Total	**3,527**	**19,958**	**22,235**	**21,867**	**21,737**	**3,984**	**93,308**
Overall Total	**7,907**	**44,198**	**49,484**	**47,763**	**48,338**	**8,989**	**206,679**

Departing	Southbound						
Mt. CB	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	3.4	5.7	6.6	6.9	6.1	5.1	**6.1**
7:10 AM	4.2	7.4	9.0	10.4	9.0	8.0	**8.6**
7:40 AM	3.9	4.9	5.3	5.8	5.1	6.1	**5.2**
7:55 AM	1.7	3.1	3.5	4.3	3.1	1.6	**3.3**
8:10 AM	3.0	1.8	2.9	3.1	2.9	2.0	**2.7**
8:25 AM	2.7	3.9	3.7	3.9	3.6	2.9	**3.7**
8:45 AM	3.2	4.5	5.4	5.2	4.4	4.6	**4.7**
9:15 AM	1.9	4.6	5.7	5.4	5.8	3.7	**5.1**
9:45 AM	3.1	4.0	4.7	4.9	4.7	3.7	**4.4**
10:00 AM	3.3	4.3	2.6	3.7	4.2	3.4	**3.7**
10:15 AM	3.3	3.5	4.4	4.0	4.0	3.3	**3.9**
10:30 AM	3.8	5.0	3.8	3.2	3.8	4.6	**4.0**
10:50 AM	4.1	6.1	6.0	6.6	6.9	6.3	**6.2**
11:20 AM	9.1	11.7	12.0	8.8	8.7	8.0	**10.1**
11:50 AM	8.9	14.4	13.6	11.8	13.2	11.0	**12.9**
12:20 PM	11.3	12.5	13.9	15.2	13.3	9.4	**13.3**
12:55 PM	11.0	16.5	18.8	17.4	13.8	12.3	**16.0**
1:25 PM	14.2	19.3	18.5	18.1	17.9	12.1	**17.8**
1:55 PM	9.7	21.7	25.2	21.1	19.6	14.4	**20.7**
2:10 PM	11.9	13.1	15.6	17.6	19.0	14.9	**15.9**
2:40 PM	15.7	23.6	26.5	25.7	21.8	16.3	**23.4**
3:00 PM	13.1	24.5	28.4	28.1	24.3	21.0	**25.2**
3:30 PM	23.7	32.2	35.0	37.8	32.0	30.4	**33.3**
3:45 PM	18.1	29.5	38.4	40.0	38.4	30.1	**35.0**
4:15 PM	36.7	50.2	55.4	57.0	60.1	45.1	**53.9**
4:30 PM	20.3	34.2	39.2	41.9	32.3	32.4	**35.5**
4:45 PM	17.4	29.5	34.5	36.2	26.9	18.0	**30.1**
5:05 PM	26.8	41.1	44.7	43.6	38.3	33.7	**40.5**
5:35 PM	21.0	32.9	33.9	33.1	32.7	25.6	**32.0**
5:50 PM	10.4	21.9	24.3	24.7	18.4	14.9	**21.1**
6:20 PM	11.6	23.8	24.8	28.7	26.6	25.9	**25.0**
6:50 PM	5.7	12.5	15.9	21.8	22.8	11.4	**17.0**
7:20 PM	5.7	13.2	14.0	14.7	13.7	10.3	**13.2**
7:55 PM	5.8	10.9	13.4	16.7	13.7	14.0	**13.1**
8:25 PM	10.1	16.2	13.5	12.9	14.2	11.9	**13.8**
8:55 PM	5.4	11.7	18.0	20.9	17.7	14.6	**16.1**
9:25 PM	8.4	16.1	18.7	20.6	21.1	15.6	**18.2**
10:00 PM	6.4	14.7	20.6	24.3	22.9	13.9	**19.3**
10:30 PM	4.7	14.4	13.9	18.4	19.0	16.0	**15.6**
11:00 PM	3.4	10.1	12.9	16.0	16.6	12.1	**13.1**
11:30 PM	3.7	12.5	10.1	13.7	18.7	18.6	**13.3**
Total	**9.6**	**15.7**	**17.5**	**18.4**	**17.1**	**13.9**	**16.5**
Overall Total	**10.7**	**17.4**	**19.5**	**20.1**	**19.0**	**15.7**	**18.3**

Winter 2023-24 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	5	364	1.4%	96.4%	97.8%	98.6%	0.0%	1.4%
December	31	1,271	15	1,256	1.2%	94.6%	98.0%	98.3%	1.1%	0.6%
January	31	1,271	32	1,239	2.5%	84.4%	94.9%	96.4%	2.7%	0.9%
February	29	1,189	8	1,181	0.7%	89.4%	97.0%	98.1%	1.8%	0.2%
March	31	1,271	12	1,259	0.9%	95.3%	99.4%	99.8%	0.2%	0.0%
April	7	287	2	285	0.7%	97.5%	99.6%	99.6%	0.0%	0.4%
Total	**138**	**5,658**	**74**	**5,584**	**1.3%**	**91.7%**	**97.5%**	**98.3%**	**1.3%**	**0.5%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	9	369	5	364	1.4%	97.3%	99.5%	99.5%	0.0%	0.5%
December	31	1,271	14	1,257	1.1%	92.6%	97.8%	99.0%	0.3%	0.7%
January	31	1,271	28	1,243	2.2%	83.2%	92.7%	96.1%	2.3%	1.6%
February	29	1,189	11	1,178	0.9%	90.1%	95.8%	97.5%	1.1%	1.4%
March	31	1,271	11	1,260	0.9%	94.3%	99.0%	99.3%	0.4%	0.3%
April	7	287	1	286	0.3%	94.4%	99.3%	100.0%	0.0%	0.0%
Total	**138**	**5,658**	**70**	**5,588**	**1.2%**	**90.7%**	**96.7%**	**98.2%**	**0.9%**	**0.9%**

Average:	**1.3%**	**91.2%**	**97.1%**	**98.2%**	**1.1%**	**0.7%**

Late/Missed Runs & Incidents – April, 2024

4/1-4/30/2024			
Date	Late run	Missed Runs	Reason
6-Apr	3:11 PM NB & 8:41 PM NB		STARTED 3:24 PM HAD TO SWITCH BUSES// 8:41 PM 15 MINS LATE-LOTS OF PAX
11-Apr	5:21 AM NB		STARTED AT 5:38 AM-NO RESON GIVEN
12-Apr		11:01 AM & 12:20 PM SB	CANCELLED-DRIVER MISUNDERSTOOD
16-Apr	10:31 AM NB	11:50 AM SB & 12:36 PM NB	BROKE DOWN ON 10:31 AM NB, XLD NEXT ONE RT MECHANICAL
21-Apr	3:46 PM		STARTED AT 4:01 PM HAD TO SWITCH BUSES
22-Apr	5:21 AM NB		STARTED AT 5:37 AM-NO REASON GIVEN
23-Apr	5:21 AM NB	5:35 PM SB	STARTED AT 5:38 AM-NO REASON GIVEN//CANCELLED-MECHANICAL BROKE DOWN
25-Apr	5:21 AM NB & 5:51 AM NB		STARTED AT 5:37 AM-NO REASON GIVEN/ STARTED 6:03 AM-NO REASON GIVEN
28-Apr		6:56 AM NB & 8:15 AM SB	DRIVER SHORTAGE
28-Apr		9:01 AM NB & 10:20 AM SB	DRIVER SHORTAGE
30 Apr		4:16 PM NB & 5:35 PM SB	MISCOMMUNICATION

Late/Missed Runs – March, 2024

3/1-3/31/2024			
Date	Late run	Missed Runs	Reason
1 Mar	10:30 PM SB		BUS BROKE DOWN JUST N OF OHIO CREEK, NEXT BUS (LAST BUS) PU PAX & DRVR
3 Mar	6:51 AM NB	8:10 AM SB	DH TO GUNNI BECAUSE TOO FAR BHND FROM 1ST RUN (20 MINS)
3 Mar	ALL AM NB & SB RUNS/3:46 PM NB& 8:41 NB		10-20 MINS LATE DUE TO WEATHER AND ROAD CONDITIONS
4 Mar	6:51 AM NB & 7:06 AM NB	8:10 AM SB	DELAYED START BOTH ROUTES BOTH MECHANICAL 15-30 MINS LATE/XLD-MECHANICAL
4-Mar	ALL AM NB & SB RUNS		10-20 MINS LATE WEATHER & ROAD CONDITIO9NS/ ADA PLUS DOG ON 5:50 PM SB
5 Mar		3:11 PM NB & 4:30 PM SB, 4:31 PM NB & 5:50 PM SB	MECHANICAL
6 Mar		11:36 AM NB & 12:55 PM SB	CANCELLED DUE TO MECHANICAL
8 Mar		5:51 AM NB & 7:10 AM SB	XLD RUNS DUE TO MISCOMMUNICATION/ADA ON 12:36 PM NB
8-Mar		3:11 PM NB & 4:30 PM SB	XLD RUNS DUE TO ?
9-Mar		10:01 AM NB & 11:20 AM SB	XLD RUNS DUE TO MECHANICAL/ADA ON 12:06 PM NB
11-Mar		6:51 AM NB	XLD DUE TO MECHANICAL
12-Mar	7:26 AM **OR** 8:45 AM SB		LATE DUE TO CAR ACCIDENT/ADA ON 10:01 AM NB
12-Mar	6:36 PM NB, 7:06 PM NB& 8:25 PM SB		LATE DUE TO HEAVY TRAFFIC/LATE DUE TO POOR VISABILITY AND WEATHER
13-Mar	1:41 PM NB, 2:26 PM NB	5:01 PM NB & 6:20 PM SB	LATE DUE TO INCLIMATE WEATHER/12 MINS LATE START, HAD TO WAIT ON BUS DOOR FIX AT SHOP/NO REASON GIVEN WHY XLD RT
15-Mar	ALL AM NB & SB RUNS		5-15 MINS LATE DUE TO INCLIMATE WEATHER/ACCIDENT 7:26 AM NB 15 MINS LATE
15-Mar	5:01 PM NB		STARTED 15 MINS LATE, BUS SWITCH
18-Mar	5:01 PM NB & 6:20 PM SB		STARTED AT 5:18 PM, MECHANICAL
19-Mar	2:40 PM SB & 3:26 PM NB	1:21 PM NB	1:21 PM NB BREAKDOWN AT SPENCER, STARTED 2:40 PM SB AT ALMONT
20-Mar	4:15 PM SB		15 MINS LATE, TRAFFIC & ANIMALS
21-Mar	9:31 AM NB & 11:36 AM NB		RUNS LATE BECAUSE OF ISSUES WITH A DOOR PANEL AND ANIMALS ON THE ROAD
22-Mar	9:31 AM NB		LATE START BECAUSE OF BUS ISSUES, 10-15 MINS
24-Mar	1:41 PM NB		STARTED ROUTE AT SAFEWAY, NO NOTE WHY
27-Mar		10:15 AM NB	MECHANICAL
29-Mar		5:50 PM SB	MECHANICAL
30 Mar		10:50 AM SB	FLAT TIRE
31 Mar		9:31 AM NB & 10:50 AM SB	DISPATCH ERROR

GVRTA 2024 Emissions Analysis – Through April

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March	48,338	2,519	18,320	1,675	138,416	624,843	486,428	10.063	94	9,421	9,327	0.193	36,405	0.753
April	23,103	2,081	14,083	1,502	108,587	298,642	190,055	8.226	82	4,503	4,421	0.191	27,985	1.211
May														
June														
July														
August														
September														
October														
November														
December														
Total	**168,688**	**9,441**	**65,342**	**8,616**	**520,603**	**2,180,553**	**1,659,950**	**9.840**	**452**	**32,877**	**32,425**	**0.192**	**129,848**	**0.770**

Automobile emissions vs. GVRTA bus emissions:

4.27 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 4.07 average GVRTA bus trips.

The RTA averaged 17.9 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 55.143 Kg of CO2 emissions and 0.0479 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March	10,412	0	10,510	9,822	1,172	9,963	10,965	10,496	11,027	9,442	1,744	85,553	84,601
April	7,039	406	6,655	1,543	6,346	8,736	7,520	9,142	10,336	8,919	3,712	70,354	67,593
May													
June													
July													
August													
September													
October													
November													
December													
Total	**30,076**	**18,296**	**30,240**	**21,304**	**25,560**	**34,335**	**37,977**	**33,259**	**41,121**	**38,719**	**10,153**	**321,040**	**314,775**

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March	$ 1,039	$ -	$ 1,743	$ 1,086	$ 3,722	$ 682	$ 1,314	$ 1,890	$ 1,806	$ 3,199	$ 13,285	$ 29,766
April	$ 6,791	$ 1,700	$ 4,695	$ 1,654	$ 3,782	$ 5,048	$ 7,825	$ 7,265	$ -	$ 227	$ 20,020	$ 59,007
May												
June												
July												
August												
September												
October												
November												
December												
Total	**$ 15,973**	**$ 4,864**	**$ 15,830**	**$ 7,166**	**$ 9,378**	**$ 11,913**	**$ 10,419**	**$ 15,978**	**$ 3,560**	**$ 5,263**	**$ 79,729**	**$ 180,073**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March	1,085	247	1,332	3,631	3,719	7,350	$ 24,582	$ 7,802	$ 32,384
April	1,088		1,088	3,689		3,689	$ 27,536		$ 27,536
May									
June									
July									
August									
September									
October									
November									
December									
Total	**4,363**	**679**	**5,042**	**13,676**	**9,080**	**22,756**	**$ 100,678**	**$ 19,502**	**$ 120,180**

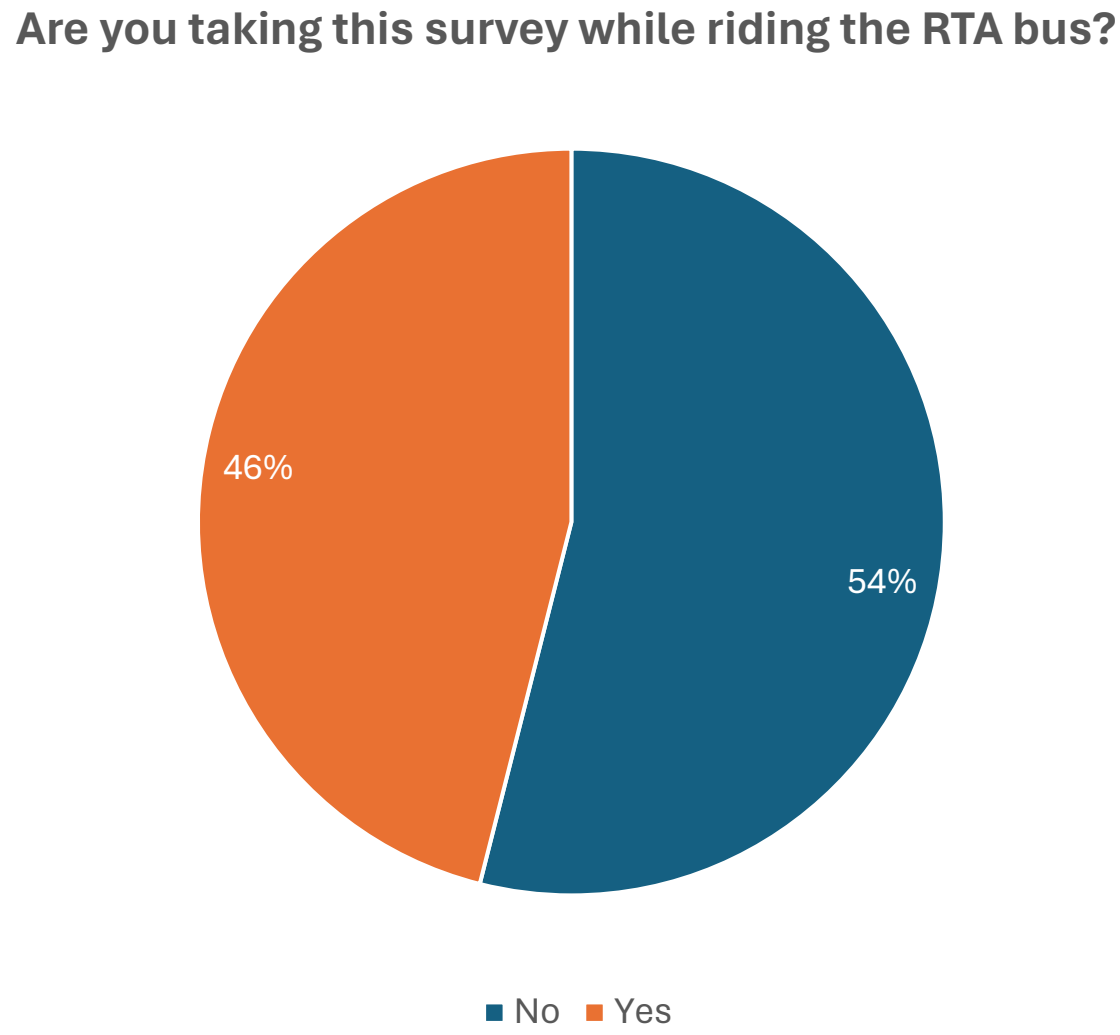


Winter Survey Results

Gunnison Valley Regional Transportation Authority

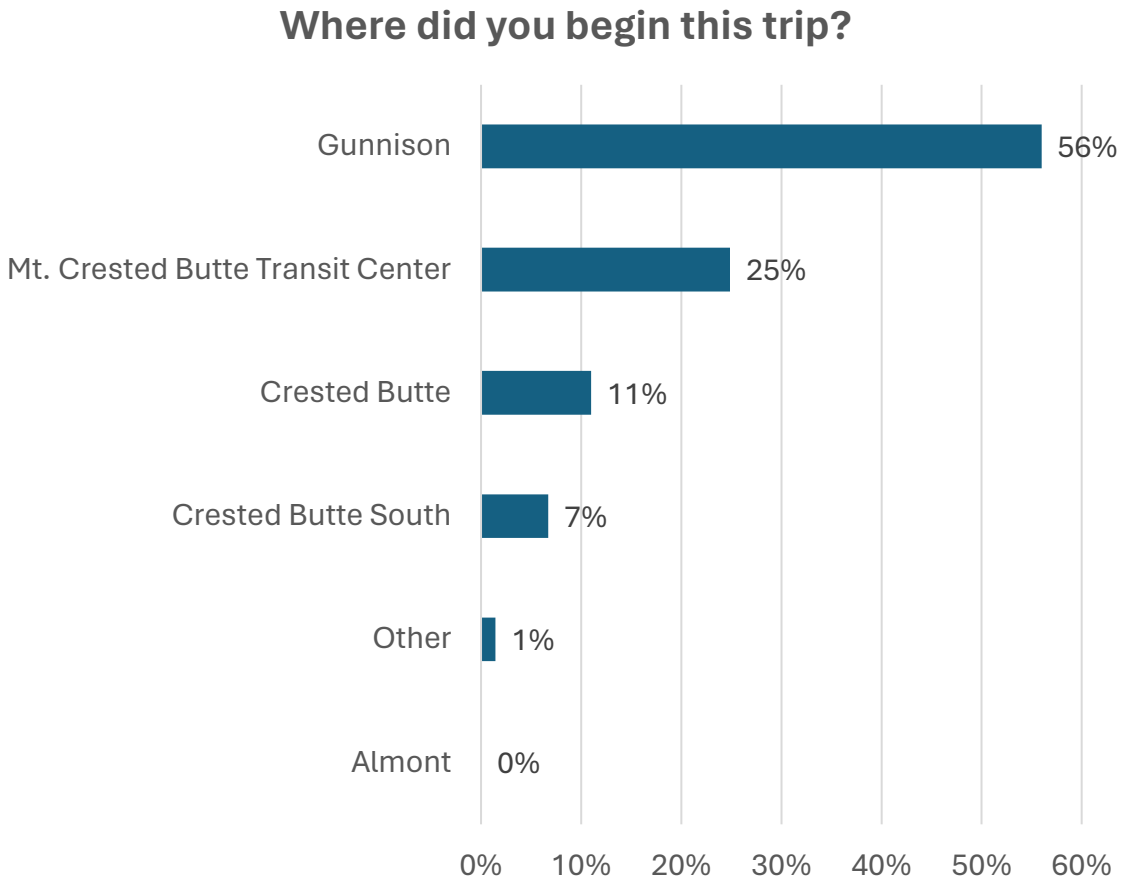
Winter Survey dates: February 28 – April 1, 2024

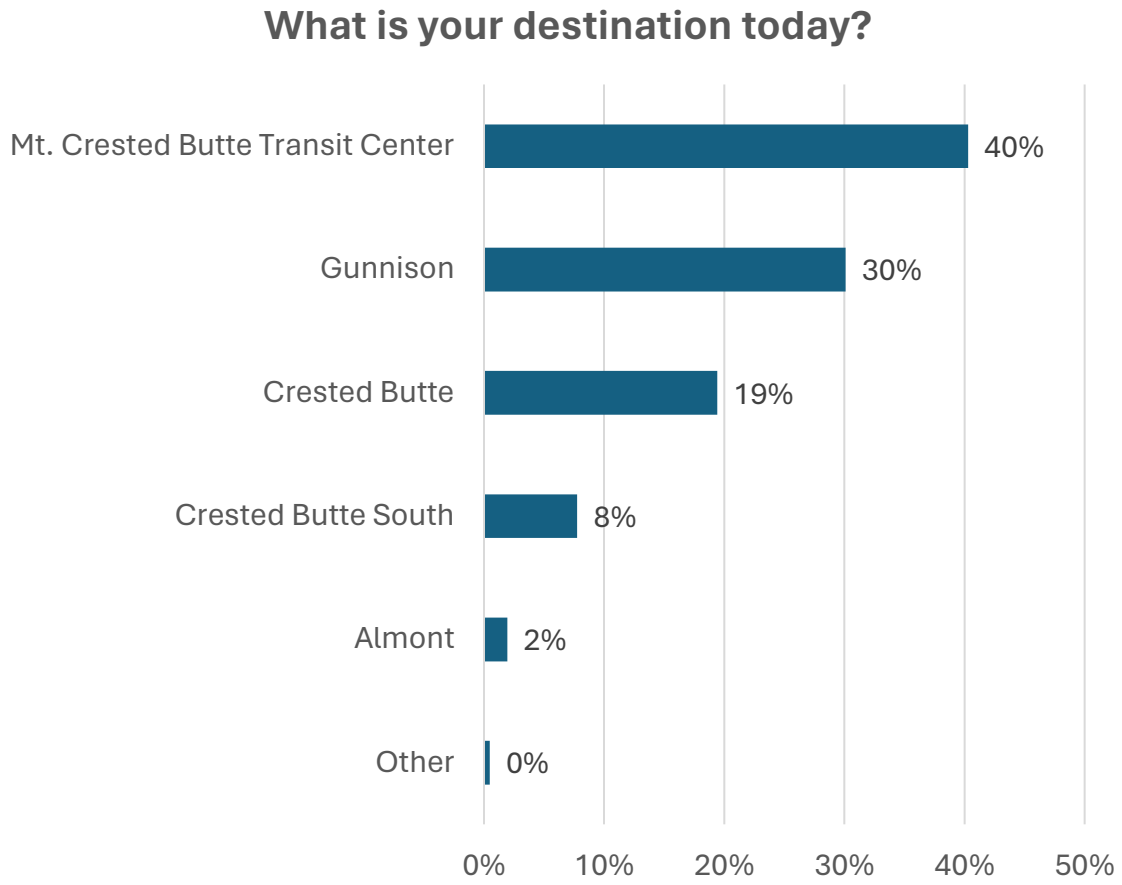
- 456 Total Responses
- 46% surveys taken on board
- 9 surveys (2%) taken in Spanish
- 37 surveys taken on paper (8%)



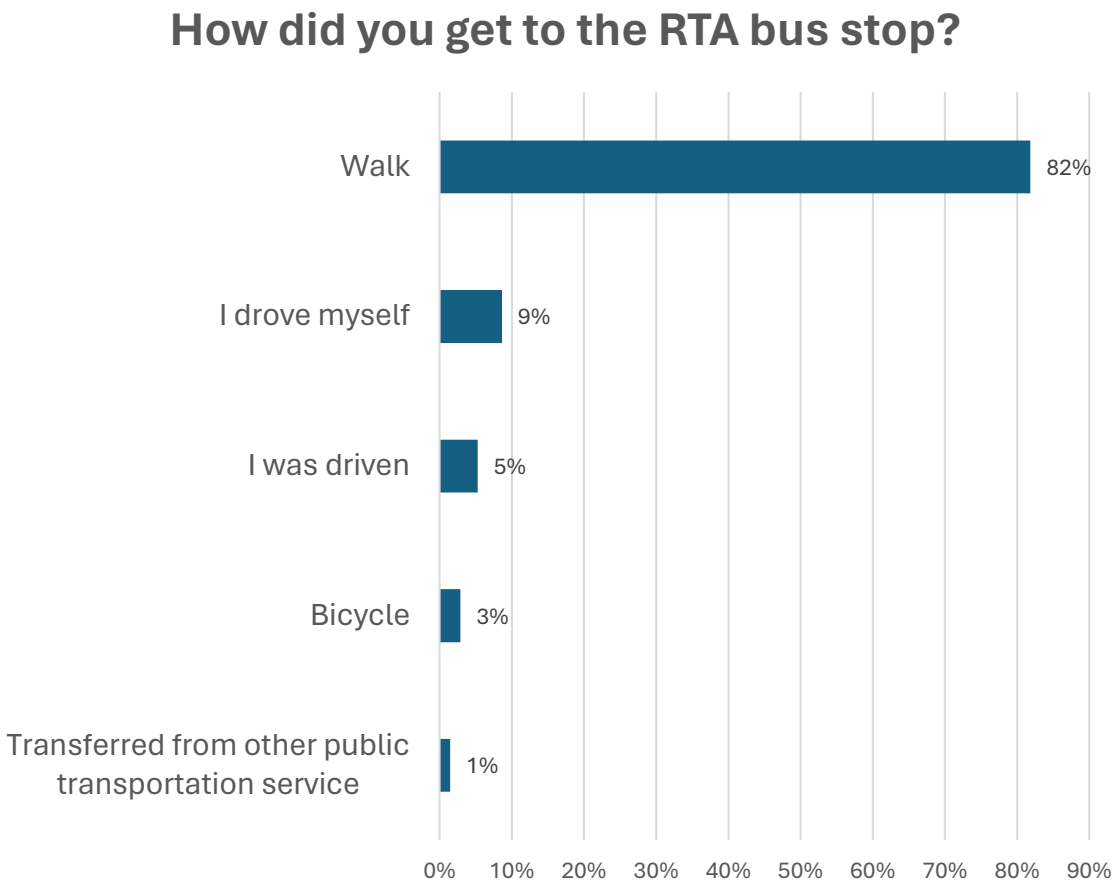
Questions Specific to the On-Board Passengers

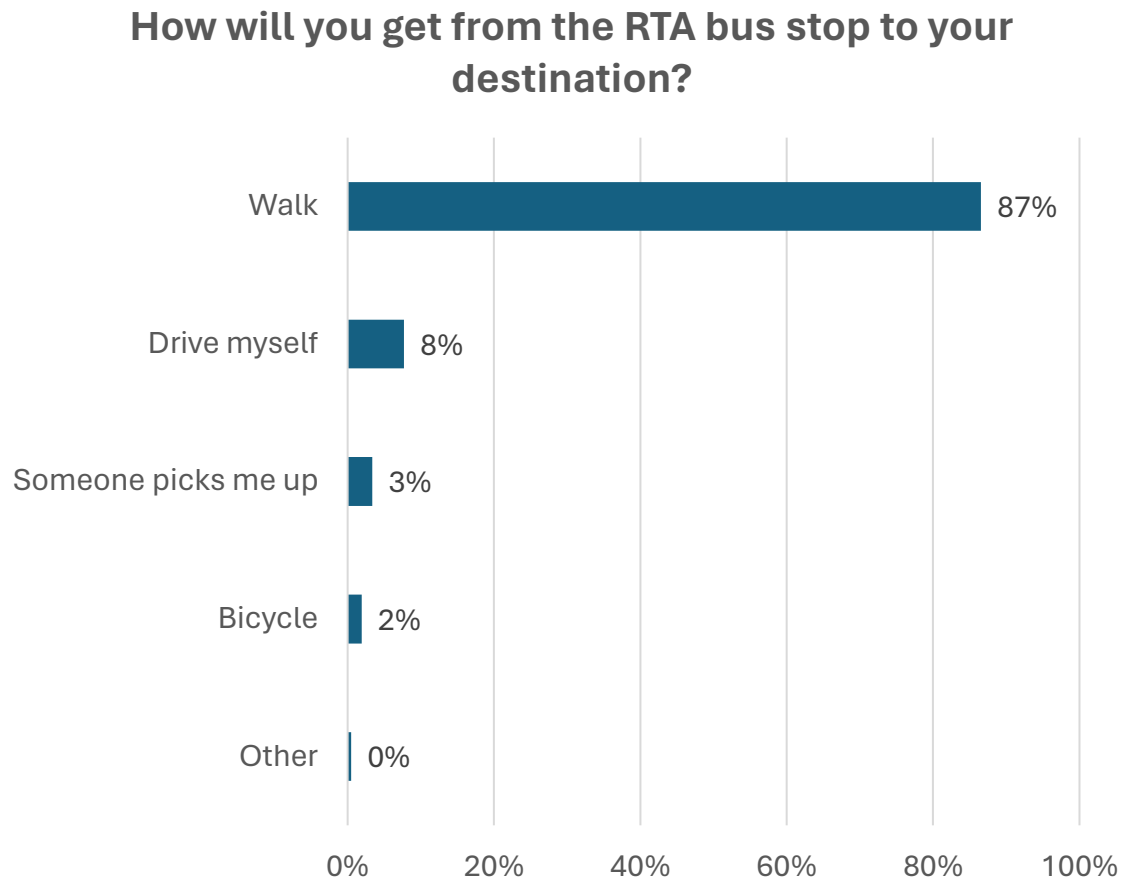
Origins and Destinations



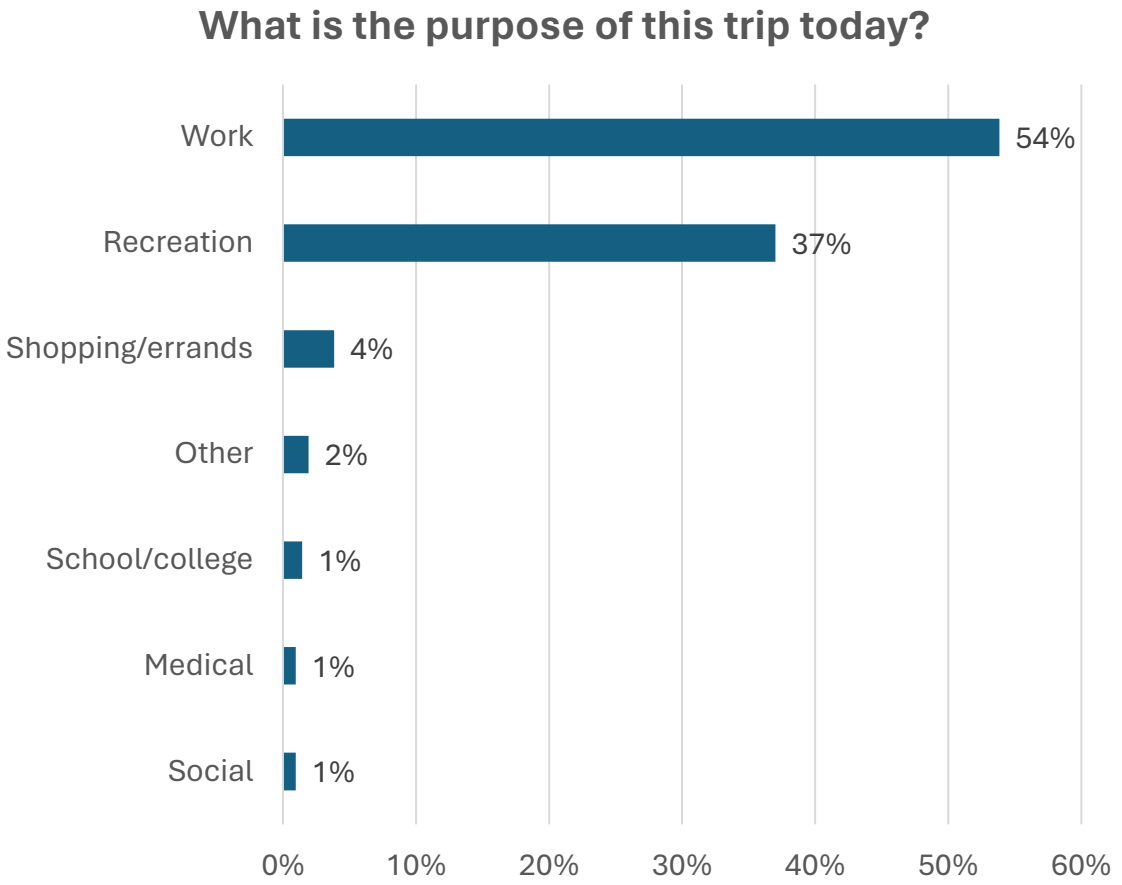


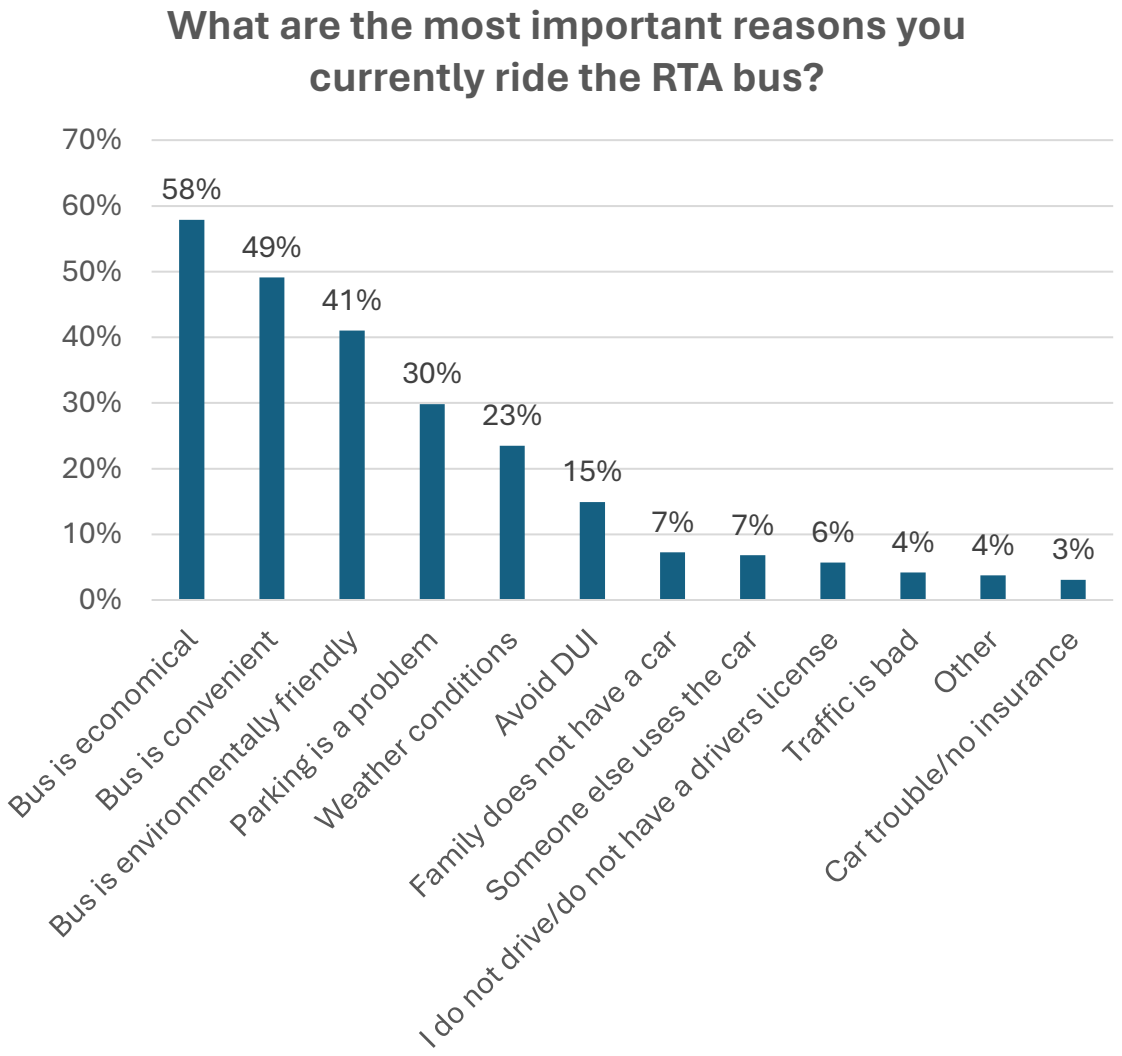
Mode to Stop


How did you get to the RTA bus stop?
Walk
82%
I drove myself
9%
I was driven
5%
Bicycle
3%
Transferred from other public transportation service
1%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%

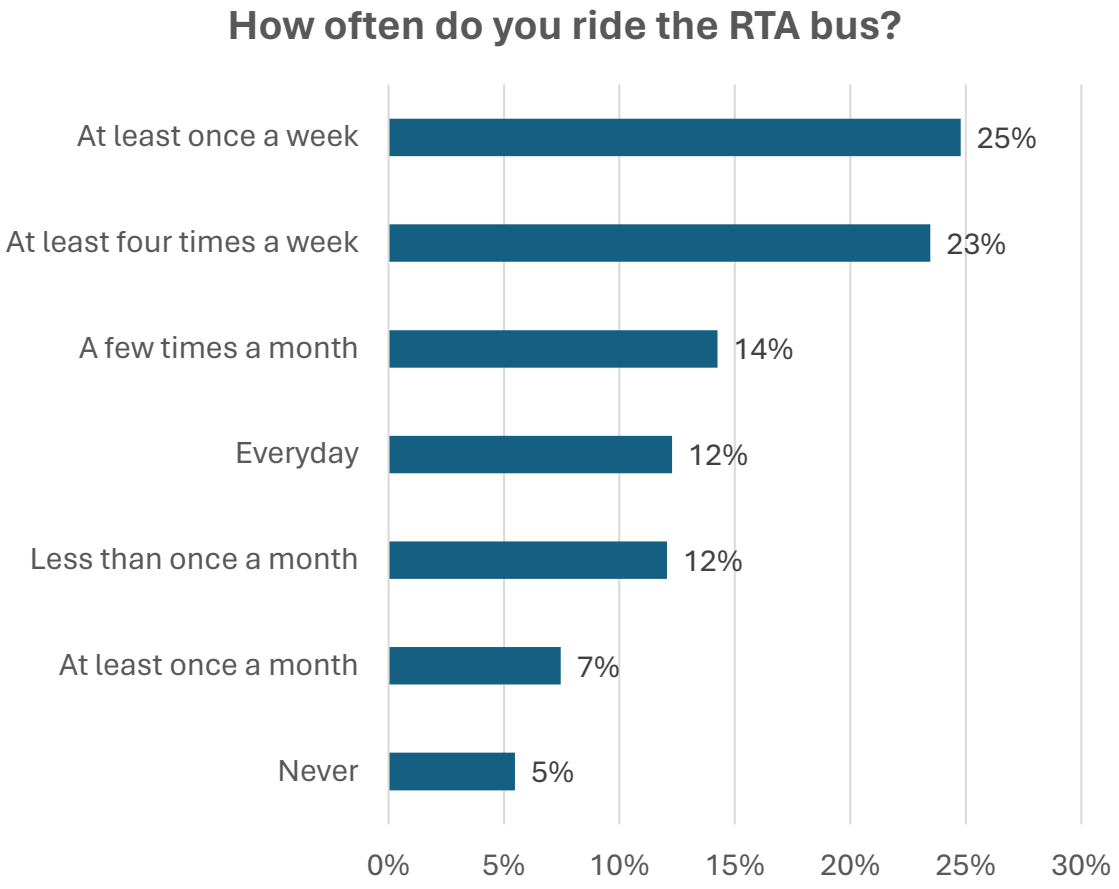

How will you get from the RTA bus stop to your destination?
Walk
87%
Drive myself
8%
Someone picks me up
3%
Bicycle
2%
Other
0%
0%
20%
40%
60%
80%
100%

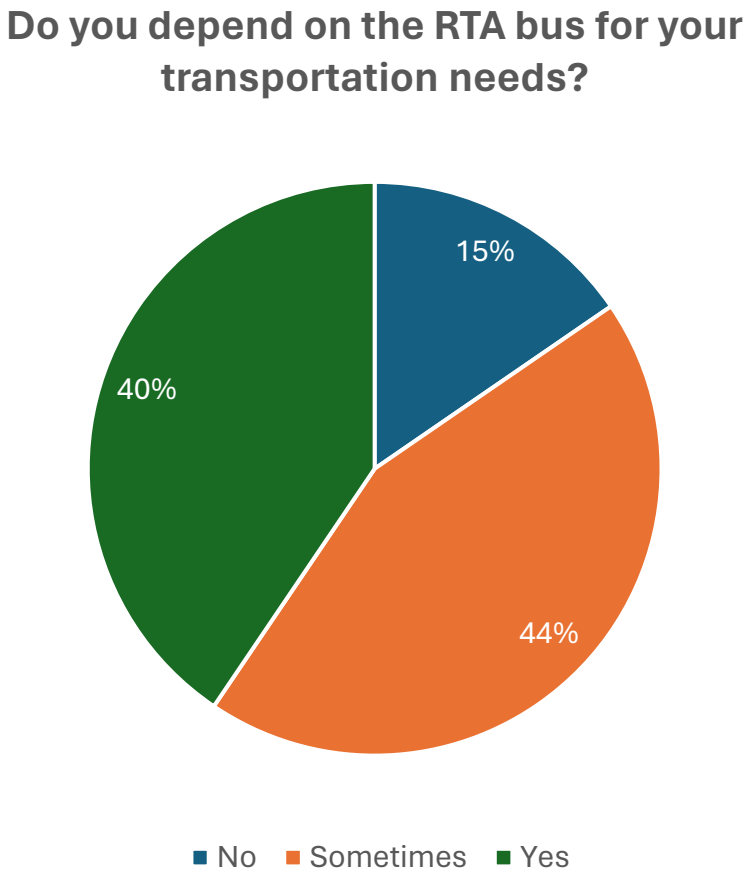
Trip Purpose and Reasons to Ride



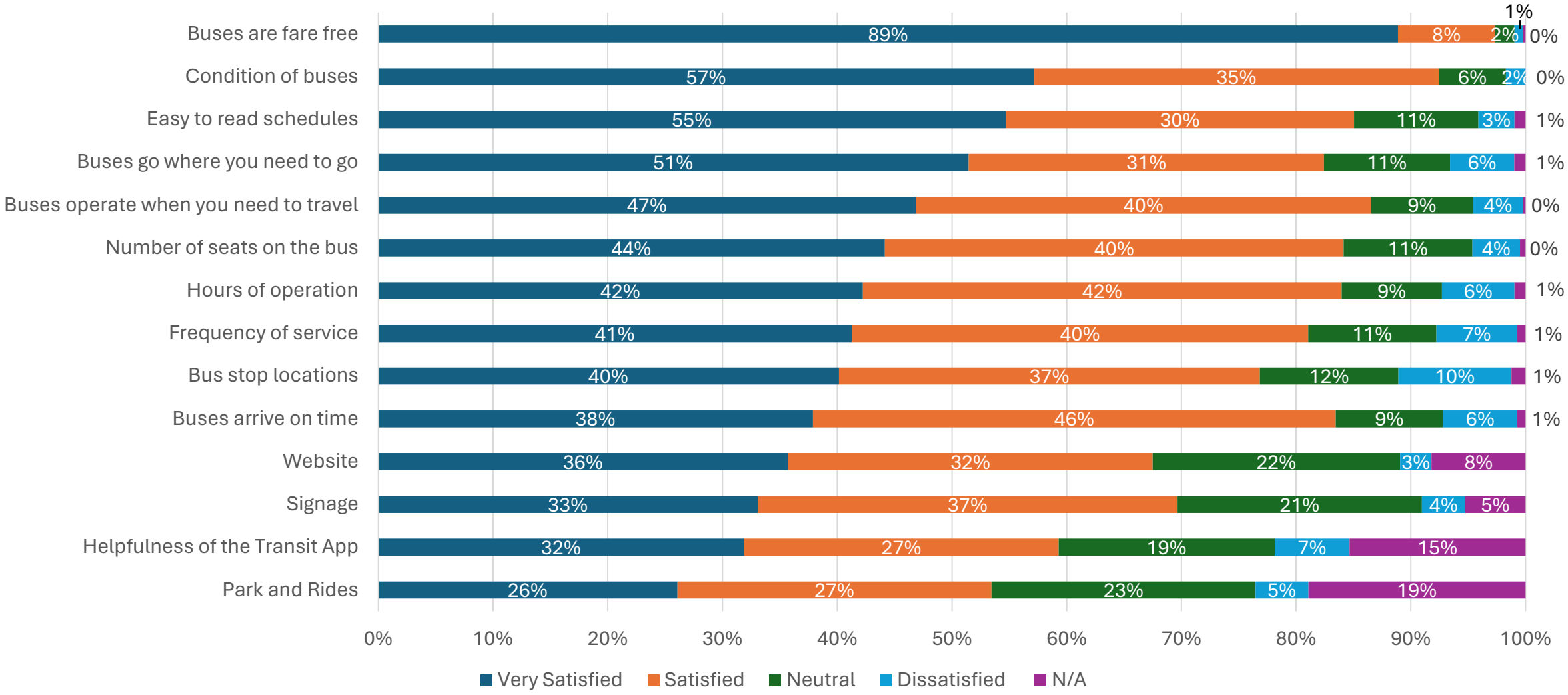


Trip Frequency and Dependence





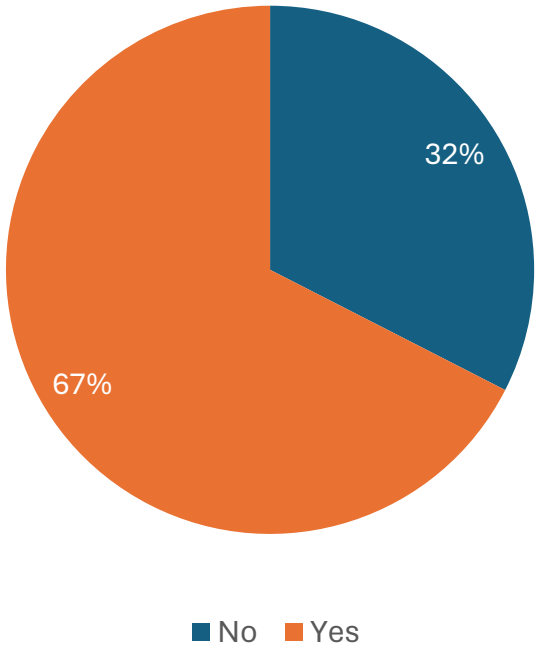
RTA Service Characteristics



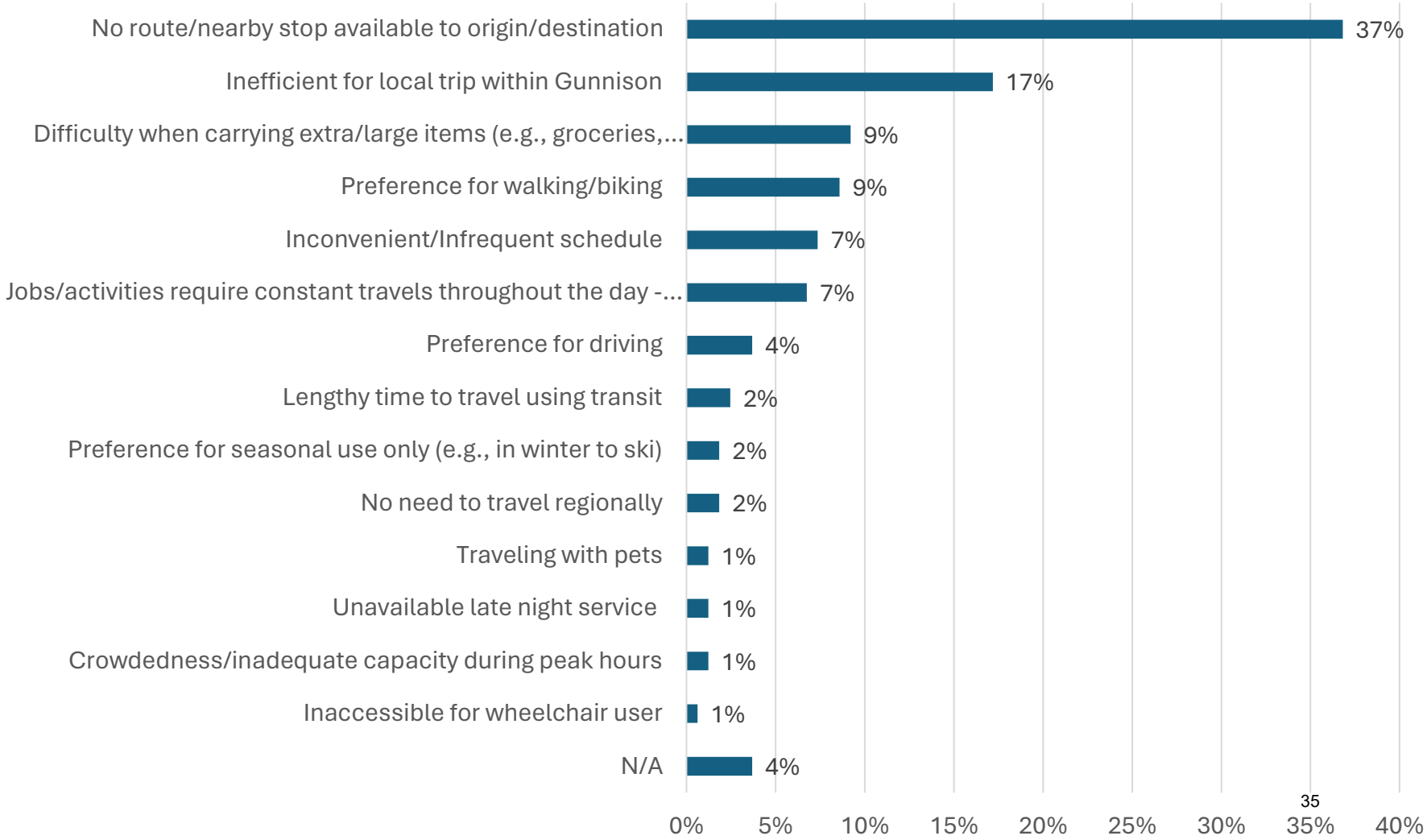
Questions Answered by All Respondents

Transit Potential

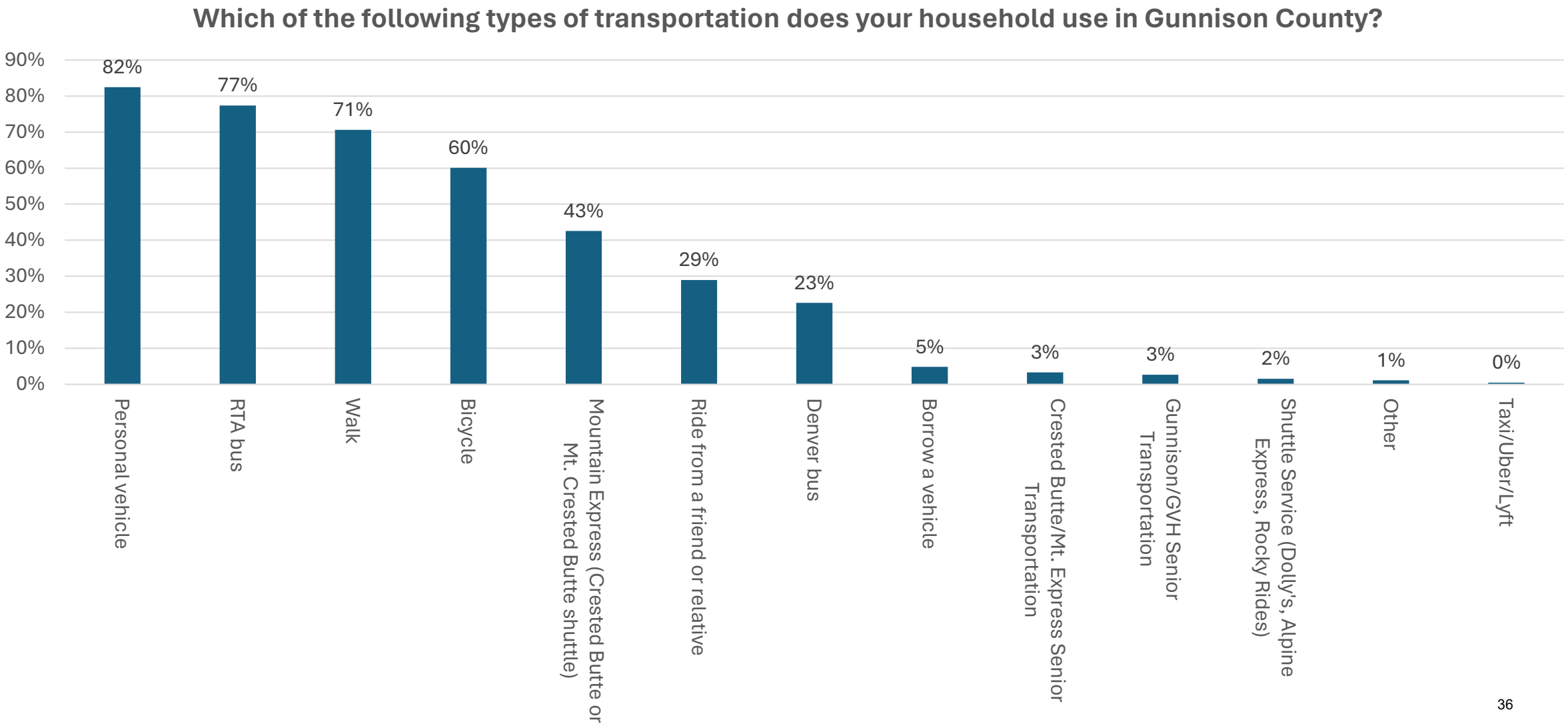
Is it possible for you to use transit for the majority of your trips during the day?



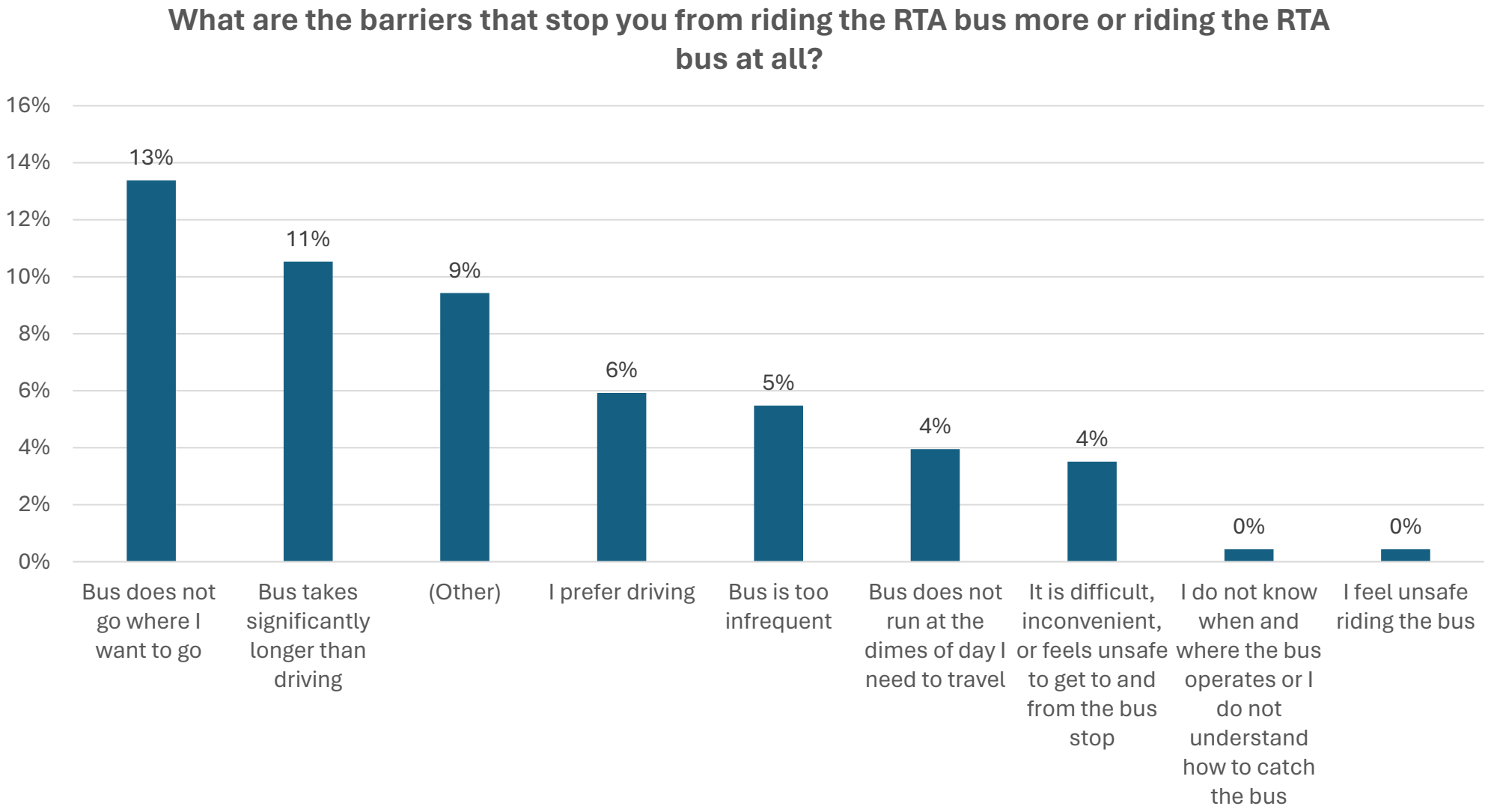
If no, why not?



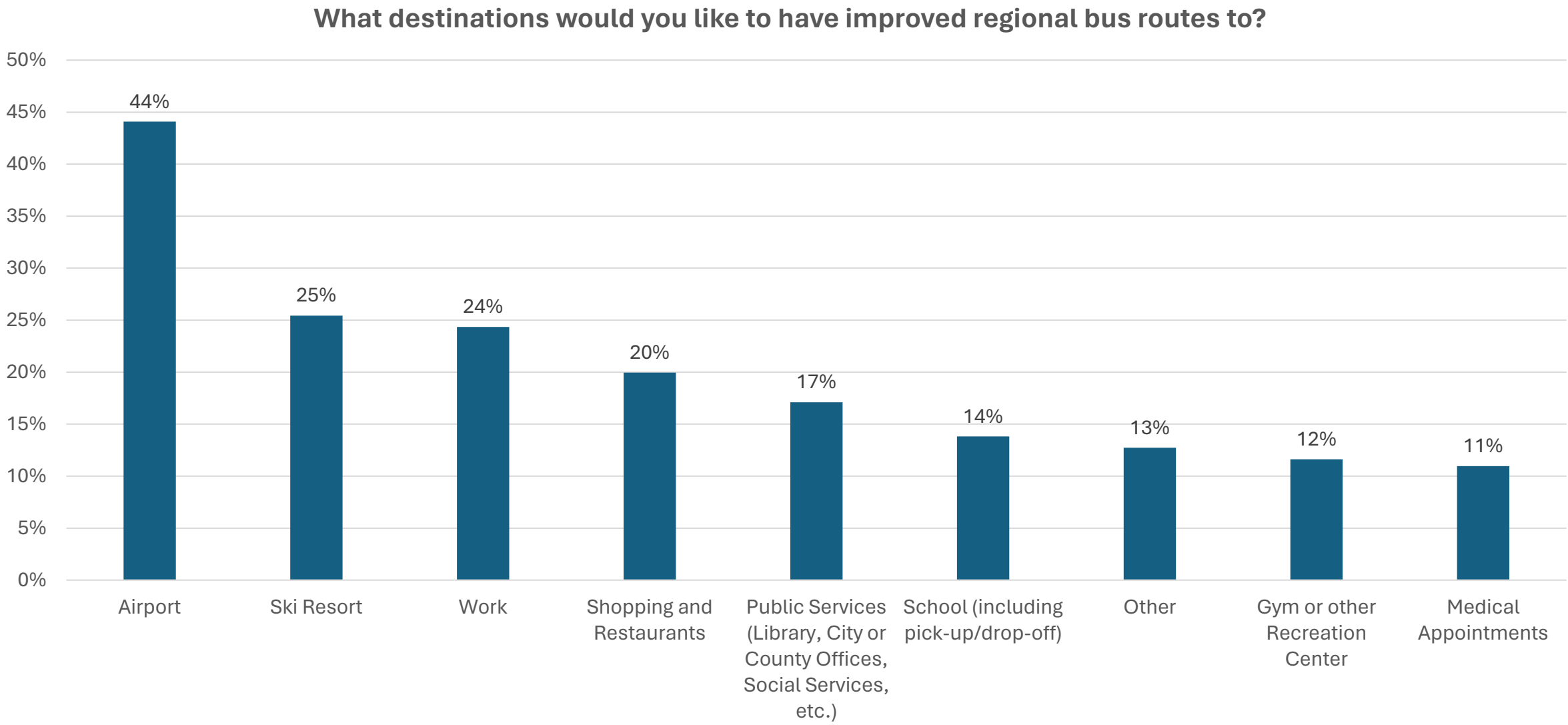
Transportation Modes



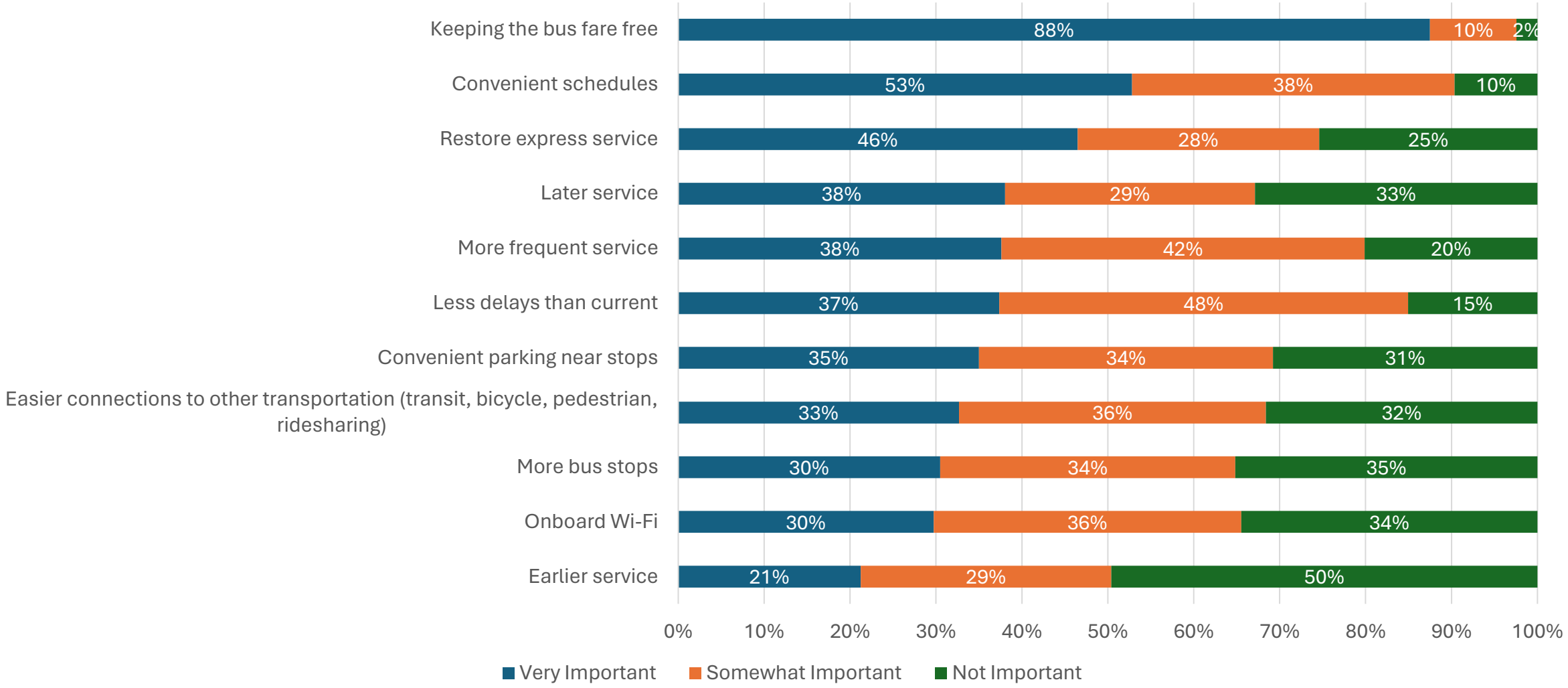
Transit Barriers



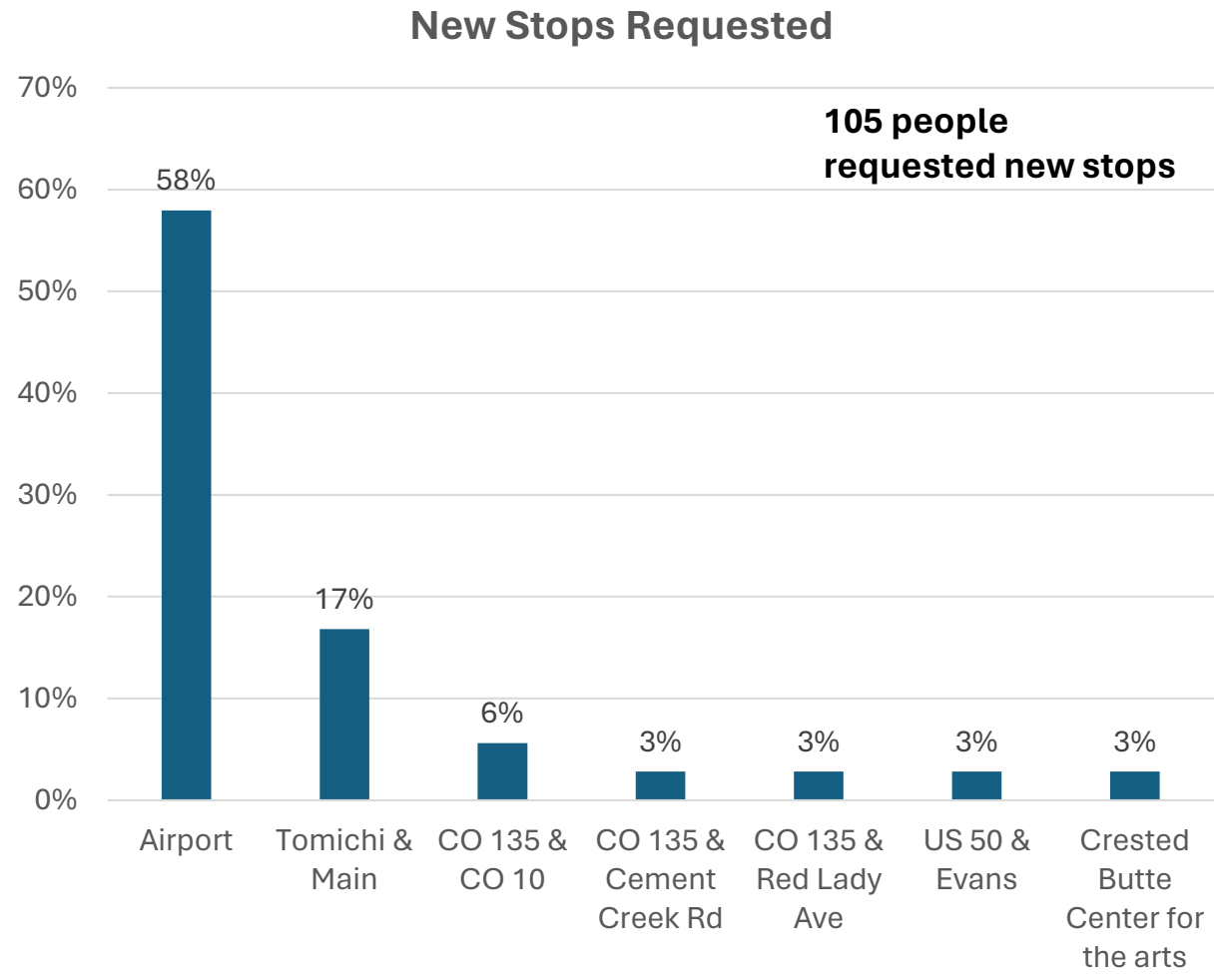
Desired Destinations

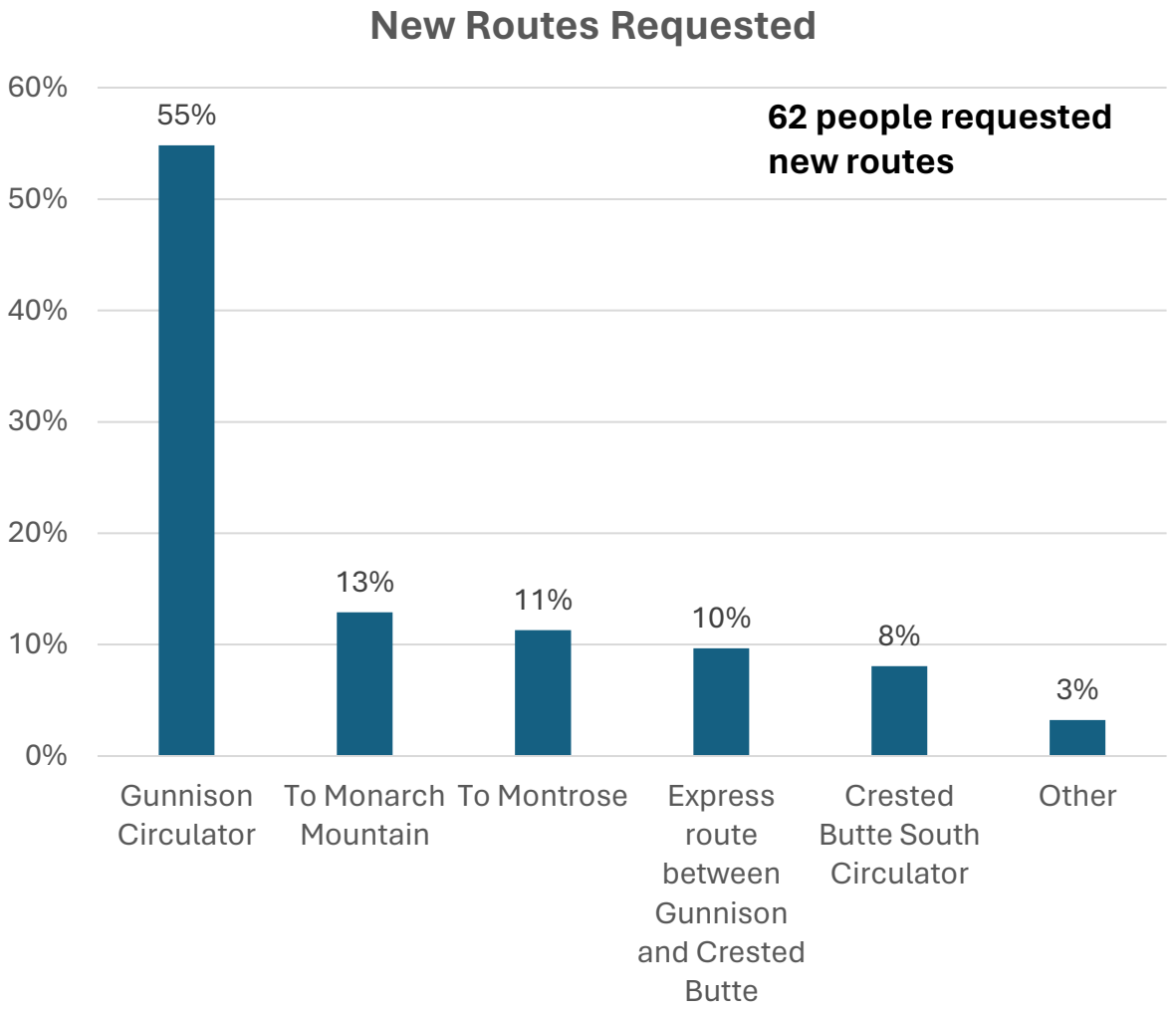


Desired Improvements



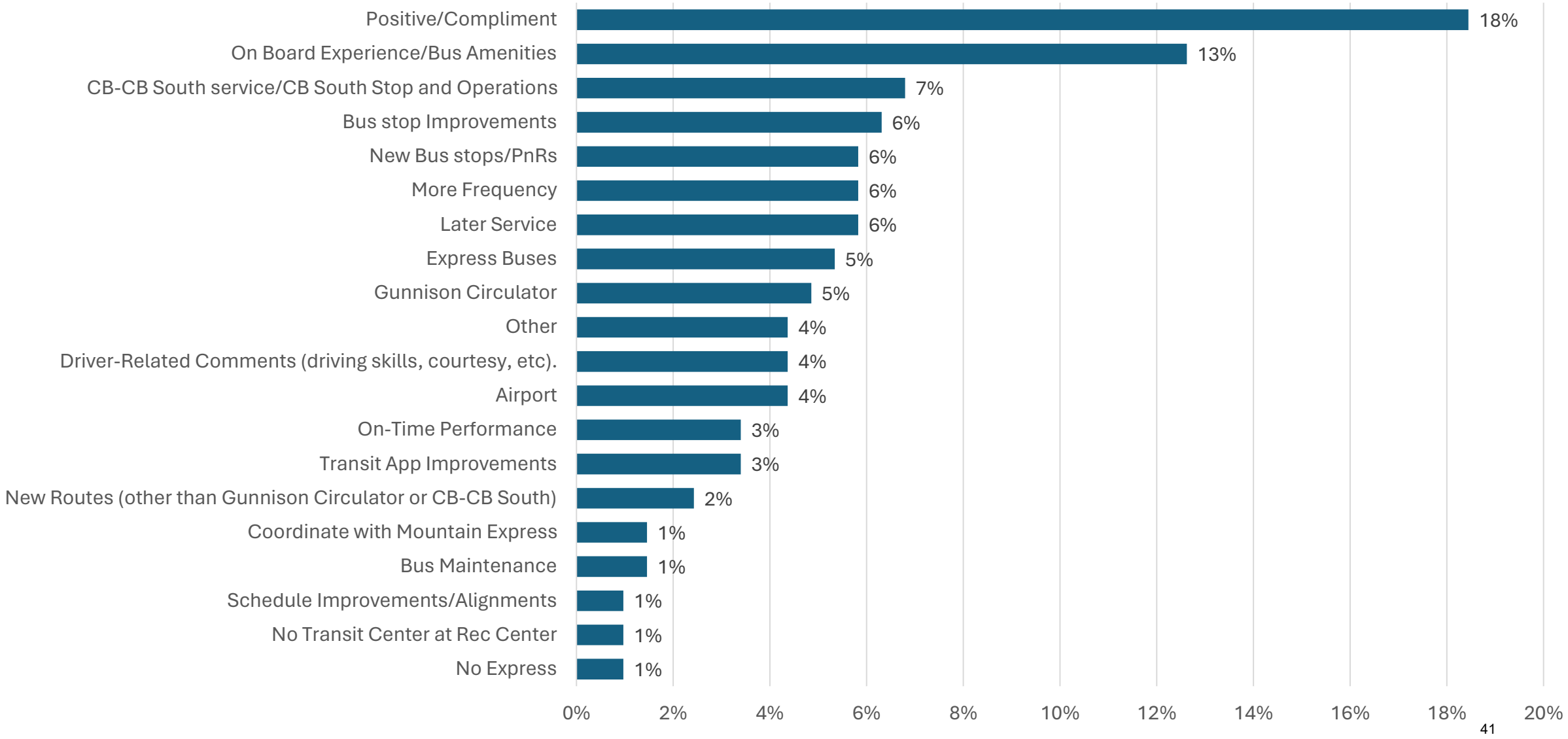
New Bus Stops & Routes Requested





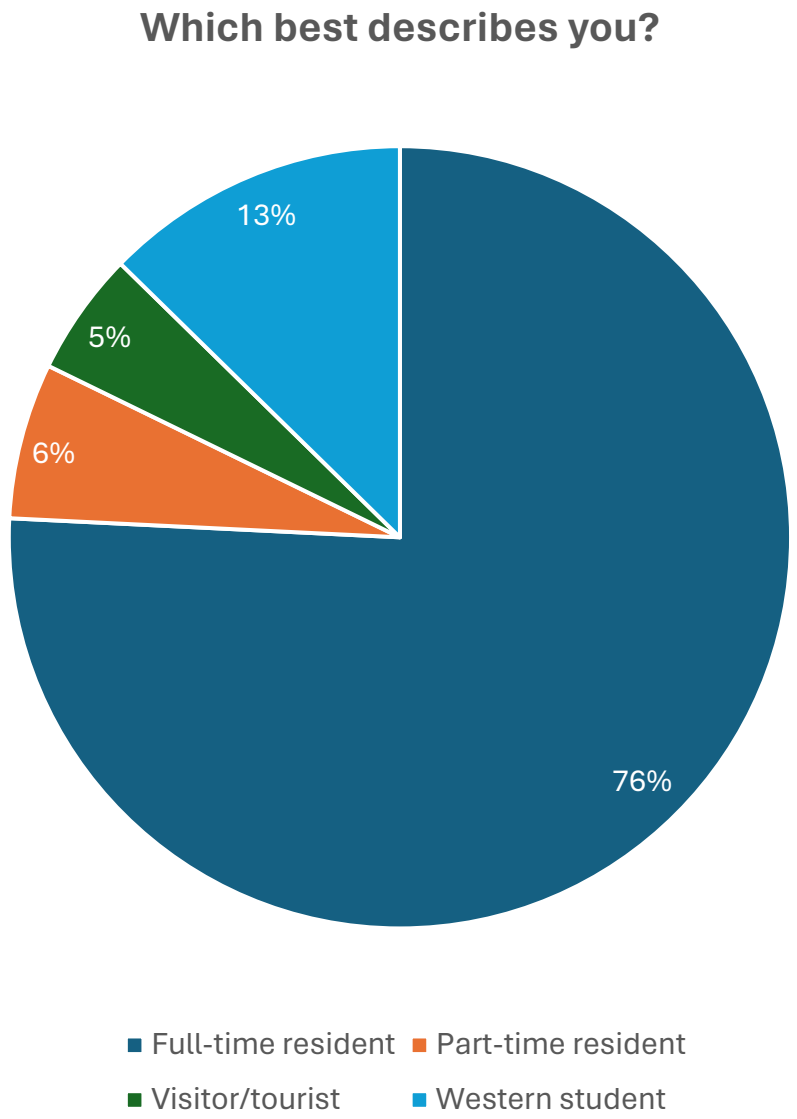
- There were 13 other stops requested

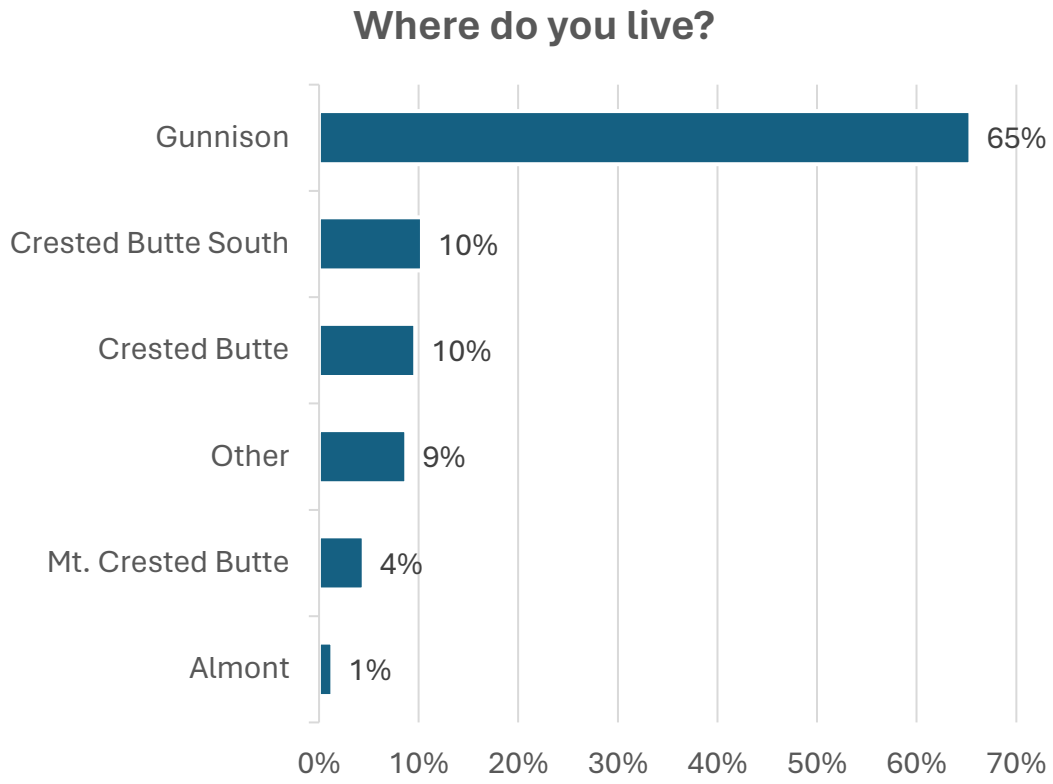
Additional Comments



Respondent Demographics

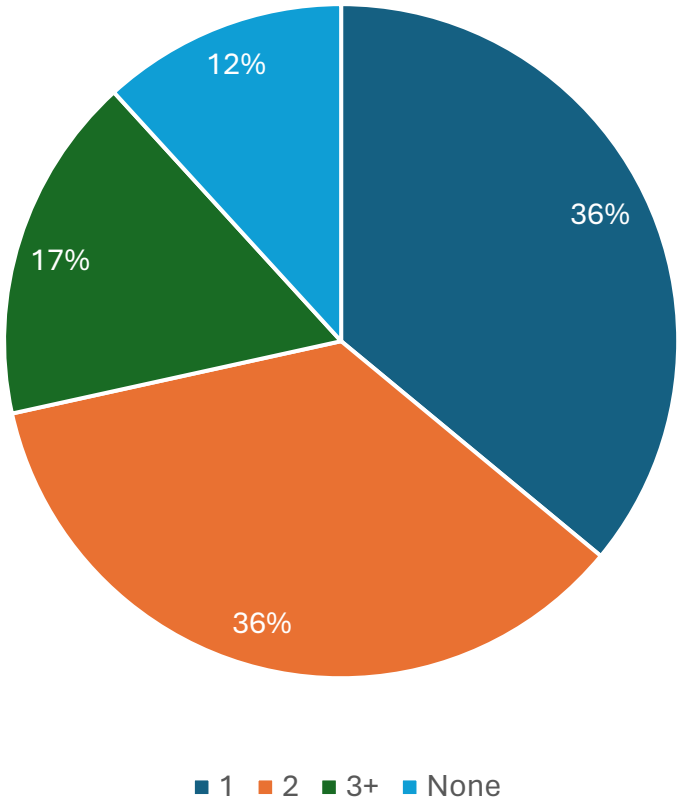
Respondent Description and Residence



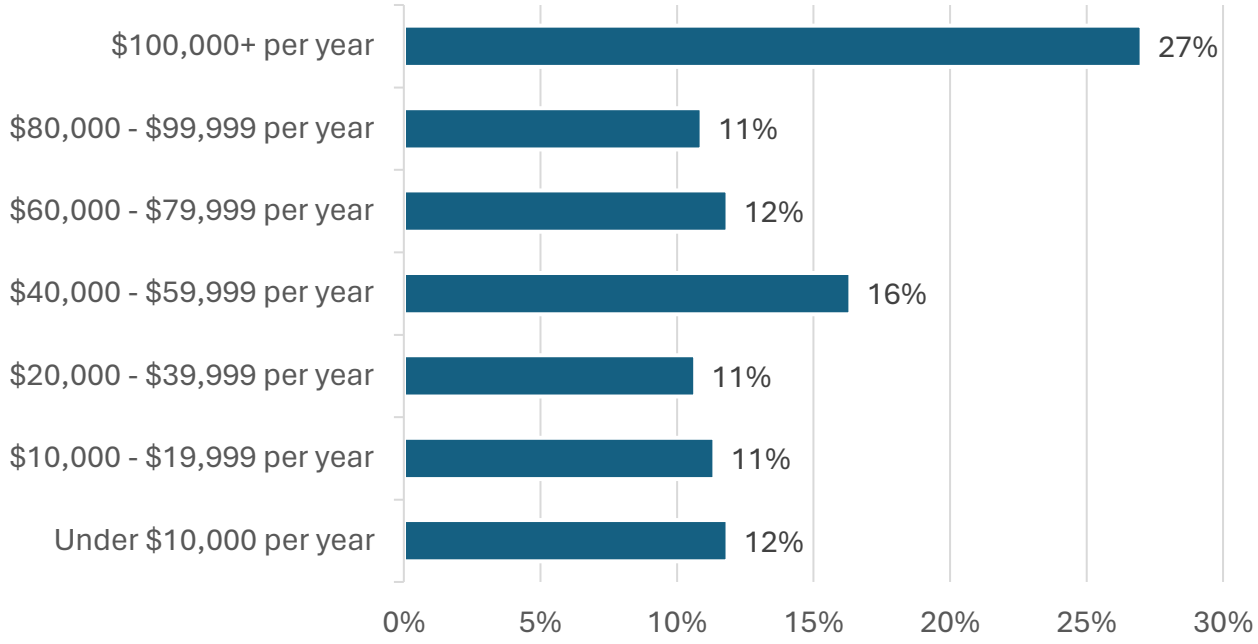


Respondent Vehicle Availability and Income

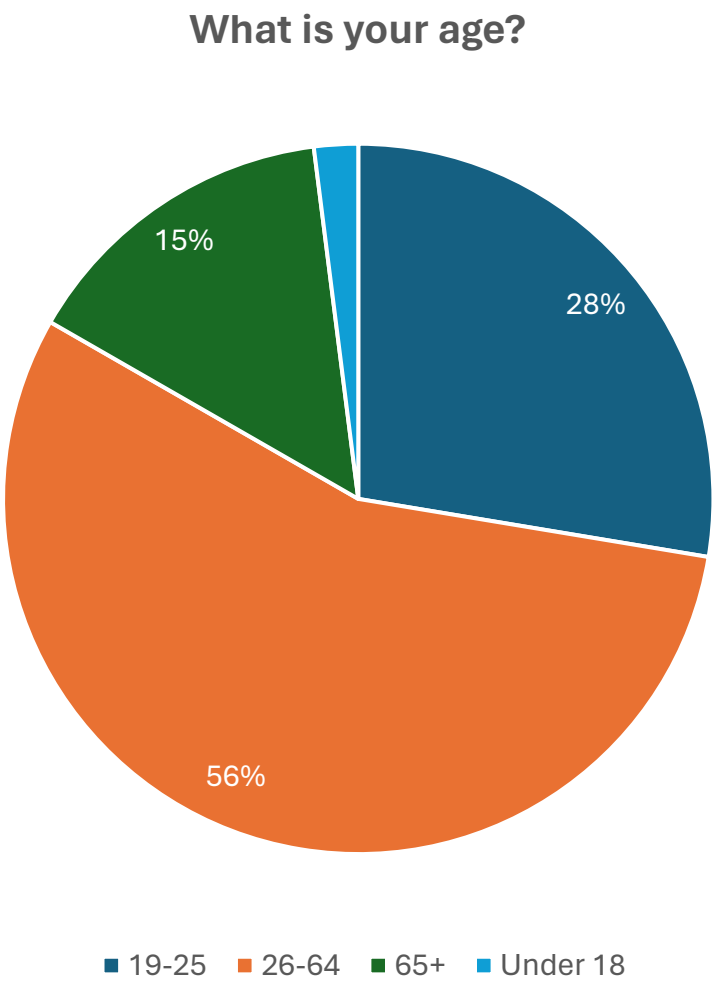
How many vehicles does your household have?

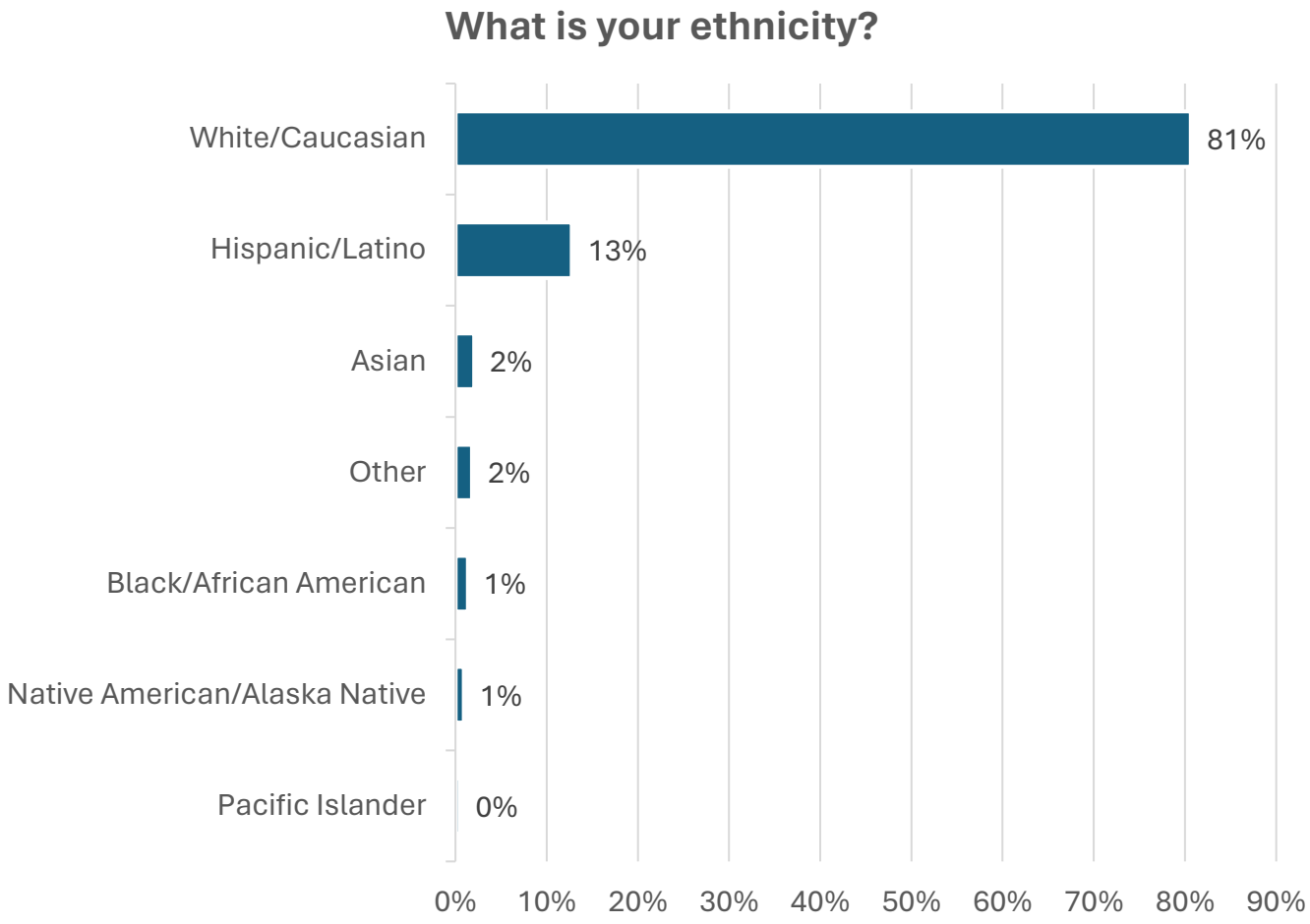


What is your total household income? Include income from all household members.



Respondent Age and Ethnicity





GUNNISON VALLEY TRANSPORTATION AUTHORITY (GVRTA)
RESOLUTION NO. 1
SERIES 2024

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY APPROVING THE GUNNISON VALLEY TRANSPORTATION AUTHORITY TITLE VI PLAN, PUBLIC NOTICE OF RIGHTS / COMPLAINTS PROCESS, LIMITED ENGLISH PROFICIENCY PLAN, PUBLIC PARTICIPATION PLAN, AND POLICIES AND PROCEDURES FOR THE USE OF GUNNISON VALLEY RTA PUBLIC TRANSPORTATION

WHEREAS, the Gunnison Valley Transportation Authority (RTA) as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964 as amended, must submit on an annual basis its Title VI Assurance as part of the annual Certification and Assurance submission to the Federal Transit Administration (FTA); and

WHEREAS, the Board of Directors has reviewed and considered the Plan at a regularly scheduled meeting of the RTA on MAY 17, 2024; and

WHEREAS, the Plan includes appendixes which contain other documents and plans such as a Public Notice of Rights / Complaints Process, Limited English Proficiency Plan, Participation Plan, and Policies and Procedures for the use of RTA Public Transportation; and

WHEREAS, the Board of Directors has determined that the Plan, a copy of which is attached hereto, should be approved by the Board.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GVRTA THAT:

Section 1. That the Gunnison Valley Transportation Authority Title VI Plan and documents included in the appendixes of the Plan attached hereto is approved by the Board.

INTRODUCED, READ AND ADOPTED at a regular meeting of the RTA on the 17th day of May, 2024.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

_____
By: Janet R. Farmer, Board Chair

Attest:

_____
By: Diego Plata, Secretary

Gunnison Valley RTA

Title VI Plan

Related to
Transportation Planning and Transportation Improvements

Adopted by the Board of Directors –
May 17, 2024

AGENCY INFORMATION

RECIPIENT: Gunnison Valley Transportation Authority (RTA)
Rural Transit Agency (population under 200,000)

CONTACT INFORMATION:

Scott Truex
Executive Director
Gunnison Valley RTA
507 Maroon Avenue
P.O. Box 1911
Crested Butte, CO 81224
struex@gunnisonvalleyrta.org
Phone: 970-275-0111

TABLE OF CONTENTS

			Page
I.	PROVISION OF TITLE VI ASSURANCES		4
II.	TITLE VI COMPLIANCE HISTORY		5
III.	INCORPORATION OF THE PROGRAM		6
IV.	GENERAL GUIDELINES/REQUIREMENTS		9
	a.	Annual Certification and Assurance	9
	b.	Complaint Procedures	9
	c.	Promoting Public Inclusive Participation	9
	d.	Record Title VI Activities	9
	e.	Access for LEP Persons	9
	f.	Minority Representation on Boards	9
	g.	Public Notification	10
	h.	Additional Information	10
	i.	Timely Submission	10
	j.	Environmental Analysis of Construction Projects	11
	k.	Facility Location Determination	11
	l.	System-Wide Service Standards and Policies	12

APPENDIX A – Title VI Clause Re: All Contracts Subject To Title VI 14

APPENDIX B – Title VI Clause Re: Real Property Transactions 16

APPENDIX C – Title VI Clause Re: Federally Funded Real Property Transactions/Improvements 17

APPENDIX D - Public Notice of Rights / Complaint Process 19

APPENDIX E – RTA's Limited English Proficiency (LEP) Plan 25

APPENDIX F – RTA'S Public Participation Plan 29

APPENDIX G – RTA's Policies and Procedures for the Use of RTA's Public Transportation System 30

APPENDIX H – Resolution Approving Plan 33

I. PROVISION OF TITLE VI ASSURANCES

The RTA hereby certifies that, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

a. RTA shall submit on an annual basis, their Title VI Assurance, as part of their annual Certification and Assurance submission to the FTA.

b. No person, on the basis of race, color, or national origin, will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

c. RTA will compile, maintain, and submit in a timely manner, Title VI information required by FTA Circular 4702.1A and in compliance with the Department of Transportation's Title VI Regulation, 49 CFR, Part 21.7.

d. RTA will make it known to the public that those persons or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

II. TITLE VI COMPLIANCE HISTORY

a. There are no outstanding lawsuits or complaints naming the RTA which allege discrimination on the basis of race, color or national origin with respect to service or other transit benefits.

b. There are no pending applications for Federal financial assistance, and there is no Federal financial assistance currently being provided to the RTA other than that being supplied by the Federal Transit Administration (FTA). Currently the RTA is applying for Section 5311, & 5339 funding through the FTA.

c. During the course of the last three (3) years, there have not been any civil rights compliance review activities conducted with respect to the RTA and, to the best of our knowledge, there are not presently any ongoing civil rights compliance review activities being conducted with respect to the RTA.

d. There are currently no pending construction projects which would negatively impact minority communities being performed by the RTA.

III. INCORPORATION OF THE PROGRAM

The Gunnison Valley RTA (hereinafter referred to as the "RTA" or "Recipient") hereby agrees that, as a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations"), and other pertinent directives. No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically, and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal Transit Administration program:

a. That the Recipient agrees that each "program" and each "facility", as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated, in compliance with all requirements imposed by, or pursuant to, the Regulations.

b. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all Federal Transit Administration programs and, in adapted form in all proposals or negotiated agreements:

The RTA, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders/proposers that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to the invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

c. That the Recipient shall insert the clauses contained herein as **APPENDIX A** in every contract subject to this Act and the Regulations.

d. That the Recipient shall insert the clauses contained herein as **APPENDIX B**, as a covenant running with the land, in any deed from the United States affecting a transfer of real property, structures, or improvements thereon, or interest herein.

e. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

f. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.

g. That the Recipient shall include the appropriate clauses contained herein as **APPENDIX C**, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under Federal Transit Administration programs; and (b) for the construction or use of, or access to, space on, over, or under real property acquired, or improved under Federal Administration programs.

h. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

i. The Recipient shall provide for such methods of administration for the programs as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

j. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

k. The Recipient assures that the level and quality of transit service and related benefits are provided in a manner consistent with Title VI of the Civil Rights Act of 1964.

THESE ASSURANCES are given in consideration of, and for the purpose of, obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the recipient by the Department of Transportation under the Federal Administration and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successor in the interst and other participants in the Federal Transit Administration programs.

The person(s) whose signature appears below, are authorized to sign these assurances on behalf of the grant applicant or recipient.

Date: 5-17-2024

_____
Janet R. Farmer, Board Chair
Gunnison Valley RTA Board of Directors

IV. GENERAL GUIDELINES/REQUIREMENTS

a. Annual Certification and Assurance

As stated in Section I, RTA shall submit annually, their Title VI assurance, as part of their annual Certification and Assurance submission to the FTA.

b. Complaint Procedures

In compliance with 49 CFR Section 21.9(b), RTA has developed procedures for investigating and tracking Title VI complaints filed against them. Such procedures shall be made available to the public upon request. RTA complaint procedures and complaint form are contained herein as **APPENDIX D**.

c. Promoting Inclusive Public Participation

FTA shall take meaningful steps to involve minority and LEP populations in public participation activities. RTA's Public Participation Plan is contained herein as **APPENDIX F**.

d. Record Title VI Activities

In compliance with 49 CFR Section 21.9(b), RTA shall prepare and maintain a list of any active investigations conducted by entities other than the FTA, lawsuits, or complaints naming TOB that allege discrimination on the basis of race, color, or nation origin. Such list shall include:

1) Date the investigation, lawsuit, or complaint was filed;

2) Summary of the allegation(s);

3) The status of the investigation, lawsuit, or complaint; and

4) Actions taken by the RTA in response to the investigation, lawsuit or complaint.

e. Access for LEP Persons

RTA shall take steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). RTA will assist persons with limited English proficiency to participate in the transportation planning process. RTA Staff will make every effort to provide translators and document translation, where feasible, upon request. RTA's Limited English Proficiency (LEP) Plan is contained herein as **APPENDIX E**.

f. Minority Representation on Boards

RTA does not have transit-related, non-elected planning boards, advisory councils or committees that are either appointed by or serve the RTA.

g. Public Notification

In compliance with 49 CFT Section 21.9(d), RTA shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by the Title VI. RTA complaint procedures and public notification information are contained herein as

APPENDIX D.

h. Additional Information

RTA acknowledges that, at the discretion of the FTA, information other than that which is required by FTA C 4702.1A, may be requested in writing of the RTA, to investigate complaints of discrimination or to resolve concerns about possible noncompliance with Title VI.

i. Timely Submission

RTA acknowledges that their Title VI submissions and/or updates thereto, shall be supplied to their FTA Regional Office once every three (3) years. The submission shall include, but is not limited to:

1) A summary of public outreach and involvement activities undertaken since the last submission and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities;

2) RTA's process for persons with limited English proficiency (LEP);

3) Title VI Complaint and Tracking procedures;

4) A list of any Title VI investigations, complaints or lawsuits filed since the last submission; and

5) A copy of RTA's public notice regarding Title VI compliance and public access and instructions to RTA Title VI complaint procedures.

Portions of the Plan which have not changed since the last submission will not be resubmitted, however, RTA shall include a statement to this effect in lieu of copies of the original documents in order to eliminate redundancy in resubmissions.

j. Environmental Analysis of Construction Projects

RTA shall integrate an environmental justice analysis into their National Environmental Policy Act (NEPA) documentation of transit related construction projects of which require NEPA. If a Categorical Exclusion (CE) is performed, RTA shall complete the FTA's standard CE check-list which includes a section on community disruption and environmental justice. While preparing an Environmental Assessment (EA) or Environmental Impact Statement (EIS), RTA shall integrate into their documents, the following:

1) A description of the low-income and minority population within the study area affected by the project, and a discussion of the method used to identify this population;

2) A discussion of all adverse effects that would affect the identified minority and low-income population;

3) A discussion of all positive effects that would affect the identified minority and low-income population;

4) A description of all mitigation and environmental enhancement actions incorporated into the project to address the adverse effects, including, but not limited to, any special features of the relocation program that go beyond the requirements of the Uniform Relocation Act and address adverse community effects such as separation or cohesion issues, and the replacement of the community resources destroyed by the project, if applicable;

5) A discussion of the remaining effects, if any, and why further mitigation is not proposed; and

6) For projects that traverse predominantly minority and low-income and predominantly non-minority and non-low-income areas, a comparison will be completed of mitigation and environmental enhancement actions between the two stated areas. If there is no basis for such a comparison, RTA shall describe why this is so.

k. Facility Location Determination

The RTA will not make land acquisition or site development decisions on the basis of race, color, or national origin, and will adhere to the requirements of FTC 4702.1B, Chapter III-11, as such may be amended, during the planning stage of any project.

I. System-Wide Service Standards and Policies

Service Standards:

Vehicle Load Standard:

The average of all loads on the single RTA commuter route during the peak operating period should not exceed vehicles' achievable capacities, which are 57 passengers for the 45 foot Over the Road Coaches.

GVRTA Vehicle Load Standards				
Type of Vehicle	Seated	Standing	Total	Maximum Load Factor
45' Over the Road Coach	57	0	57	1.00

Vehicle Headway Standard:

Due to the seasonal and commuter nature of RTA service, headways on the RTA commuter route vary by season and by time.

2024 GVRTA Headways			
Winter		Spring/Summer/Fall	
Peak	Off-Peak	Peak	Off-Peak
15 Minutes	35 Minutes	30 Minutes	40 Minutes

Note: headways are maximums and may be shorter.

On Time Performance Standard:

RTA vehicles are considered on time if it departs the first scheduled timepoint on the route at or after the scheduled departure and no more than 15 minutes late. RTA's on-time performance objective is 95% or greater. RTA monitors on-time performance monthly and out of compliance departures are reported as part of performance reports covering all aspects of operations. In 2023, RTA had 21,850 departures of which 224 were reported not to be on time.

Service Availability Standards:
RTA's commuter route will distribute transit service so that 90% of all residents in the service area are within a ½ mile walk or 5-mile drive of the commuter bus route.

Service Policies:

Vehicle Assignment:
The RTA operates one route and all vehicles are assigned to the same route. The RTA currently operates two maintenance/storage facilities. One is located in Gunnison and one is located three miles south of Crested Butte. Most vehicles are stored in Gunnison since that is where the majority of (currently all) driver shifts begin. Vehicles are also stored in the Crested Butte facility so that they can be available in case of a need to replace a vehicle on route.

Distribution of Transit Amenities:
Installation of transit amenities along the bus route are based primarily upon safety needs at each stop and secondarily based upon the number of passenger boardings at stops and stations along the route.

APPENDIX A - TITLE VI PLAN
(to be inserted into every contract subject to Title VI)
The Gunnison Valley RTA is herein referred to as the "RTA"

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the **RTA** or the **FEDERAL TRANSIT ADMINISTRATION** to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the **RTA**, or the **FEDERAL TRANSIT ADMINISTRATION** as appropriate, and shall set forth what efforts it has made to obtain the information.

5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with nondiscrimination provision of this contract, the **RTA** shall impose contract sanctions as it or the **FEDERAL TRANSIT ADMINSTRATION** may determine to be appropriate, including but not limited to:

   a) Withholding of payments to the contractor under the contract until the contractor complies; and/or
   b) Cancellation, termination, or suspension of the contract, in whole or in part.

APPENDIX A - TITLE VI PLAN (Continued)

(to be inserted into every contract subject to Title VI)

6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the **RTA** or the **FEDERAL TRANSIT ADMINISTRATION** may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the **RTA** to enter into such litigation to protect the interests of the **RTA**, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B - TITLE VI PLAN
(to be inserted into real property transactions)
The Gunnison Valley RTA is herein referred to as the "RTA"

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by Law, and upon the condition that the **RTA** will accept title to the Lands and maintain the project constructed thereon, in accordance with **THE STATE OF COLORADO**, the Regulations for the Administration of **PROGRAM** and the policies and procedures prescribed by **FEDERAL TRANSIT ADMINISTRATION** of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **RTA** all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENOUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the **RTA** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the **RTA**, its successors and assigns.

The **RTA**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby [,] [and]* (2) that the **RTA** shall use the lands and interest in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the above mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction. *

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

APPENDIX C - TITLE VI PLAN

(to be inserted into Federally funded real property transactions or improvements)

The Gunnison Valley RTA is herein referred to as the "RTA"

The following clauses shall be included in all deeds, licenses, teases, permits, or similar instruments entered into by the **RTA** pursuant to the provisions of Assurance 7(a).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee Lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination of Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, the **RTA** shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said (licenses, lease, permit, etc.) to re-enter and repossess said land and facilities thereon, and hold the same as if said (license, lease, permit, etc) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants the **RTA** shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the **RTA** and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by the **RTA** pursuant to the provisions of Assurance 7(b).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in case of deeds, and leases add “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin shall be excluded form participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing services thereon, no person on the grounds of race, color, or national origin shall be excluded from the participation in, be denied. the benefits of, or be otherwise subjected to discrimination, and (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

APPENDIX C - TITLE VI PLAN (Continued)
(to be inserted into Federally funded real property transactions or improvements)

(Include in licenses, leases, permits, etc.)*

That in the event of breech of any of the above nondiscrimination covenants, the **RTA** shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities as thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, the **RTA** shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the **RTA** and its assigns.

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.

APPENDIX D

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS
GUNNISON VALLEY RTA (RTA)

Public Notice of Rights

The following statement shall be posted in conspicuous and accessible locations at the RTA Transit Center, on the RTA website (www.gunnisonvalleyrta.org); permanently displayed on public transit vehicles; and other appropriate materials made available to the public: *(Documents will be translated into languages other than English, upon request.)*

Non-Discrimination - Your Rights Under Title VI of the Civil Rights Act of 1964

The United States Department of Transportation (DOT) ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color or national origin in the provisions of benefits and services resulting from federally assisted programs and activities. Any person, who believes the Gunnison Valley RTA (RTA) has violated his /her Title VI protections, should contact the Gunnison Valley RTA at 970-275-0111 or email struex@gunnisonvalleyrta.org. RTA has also developed a policy to assist individuals who are Limited English Proficient (LEP). Translation services, in order to assist LEP individuals, shall be made available to RTA's customers upon request. RTA's Title VI policy, complaint procedures and LEP Plan shall be made available upon request by contacting the Gunnison Valley RTA Bus System at the above-noted information. For Federal Title VI information, please contact the Federal Transit Administration (FTA), Region 8 at 720-963-3300. Federal Title VI information, including filing complaints, can also be accessed on the FTA web site at: www.fta.dot.gov.

Title VI Information, Limited English Proficient (LEP) information and Complaint Process (for printed materials, website, and other mediums upon request)

The Gunnison Valley RTA (RTA) grants all persons equal access to all its public transportation services. It is further the intent of the RTA that all persons are aware of their rights to such access. This is designed to serve as an educational tool for citizens so that they may understand one of the civil rights laws that protect their benefit of the RTA programs and services, specifically, as it relates to Title VI of the Civil Rights Act of 1964.

What is Title VI?

Title VI is a section of the Civil Rights Act of 1964 requiring that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Note that Title VI does not address gender discrimination. It only covers race, color, and national origin. Other Civil Rights laws prohibit gender discrimination.

What is LEP?

As part of Title VI requirements, the RTA has developed a Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to RTA services as required by Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 16, 2000). A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

RTA's Complaint and Investigation Procedures

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990, for alleged discrimination in any program or activity administered by the RTA.

APPENDIX D (Continued)

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS
GUNNISON VALLEY RTA (RTA)

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the RTA may be utilized for resolution. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited under Title VI and related statutes may file a complaint.

The following measures will be taken to resolve Title VI complaints:

1) A formal complaint must be filed within 180 calendar days of the alleged occurrence. Complaints shall be in writing and signed by the individual or his/her representative, and will include the complainant's name, address and telephone number; name of alleged discriminating official, basis of complaint (race, color, or national origin) and the date of alleged act(s). A statement detailing the facts and circumstances of the alleged discrimination must accompany all complaints.

   The RTA strongly encourages the use of the attached ***RTA Title VI Complaint Form*** when filing official complaints.

   The preferred method is to file your complaint in writing using the ***RTA Title VI Complaint Form***, and sending it to:

   Title VI Coordinator
   Gunnison Valley RTA
   P.O. Box 1911
   Crested Butte, CO 81224

2) In the case where a complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the RTA Title VI Coordinator. Under these circumstances, the complainant will be interviewed, and the RTA Title VI Coordinator will assist the Complainant in converting the verbal allegations to writing.

3) When a complaint is received, the Title VI Coordinator will provide written acknowledgment to the Complainant, within ten (10) calendar days by registered mail.

4) If a complaint is deemed incomplete, additional information will be requested, and the Complainant will be provided 60 calendar days to submit the required information. Failure to do so may be considered good cause for a determination of no investigative merit.

5) Within 15 calendar days from receipt of a complete complaint, the RTA will determine its jurisdiction in pursuing the matter and whether the complaint has sufficient merit to warrant investigation. Within five (5) calendar days of this decision, the RTA Executive Director or his/her authorized designee will notify the Complainant and Respondent, by registered mail, informing them of the disposition.

   a. If the decision is not to investigate the complaint, the notification shall specifically state the reason for the decision.

b. If the complaint is to be investigated, the notification shall state the grounds of the RTA's jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.

6) When the RTA does not have sufficient jurisdiction, the RTA Executive Director or his/her authorized designee will refer the complaint to the appropriate State or Federal agency holding such jurisdiction.

7) If the complaint has investigative merit, the RTA Executive Director or his/her authorized designee will instruct the Title VI Coordinator to fully investigate the complaint. A complete investigation will be conducted, and an investigative report will be submitted to the Executive Director within 60 calendar days from receipt of the complaint. The report will include a narrative description of the incident, summaries of all persons interviewed, and a finding with recommendations and conciliatory measures where appropriate. If the investigation is delayed for any reason, the Title VI Coordinator will notify the appropriate authorities, and an extension will be requested.

8) The RTA Executive Director or his/her authorized designee will issue letters of finding to the Complainant and Respondent within 90 calendar days from receipt of the complaint.

9) If the Complainant is dissatisfied with the RTA's resolution of the complaint, he/she has the right to file a complaint with the:

Federal Transit Administration
Region 8
Attn: Civil Rights Officer
12300 West Dakota Avenue
Suite 310
Lakewood, CO 80228
720-963-3300
Fax 720-963-3333

FTA Complaint procedures can also be found on the FTA web site at: www.fta.dot.gov. These procedures are also outlined in FTA Circular 4702.1A, Chapter IX.

APPENDIX D (Continued)

TITLE VI PUBLIC NOTICE OF RIGHTS / COMPLAINT PROCESS
GUNNISON VALLEY RTA

Title VI
Complaint Form

Complaint Form

Instructions: If you would like to submit a Title VI complaint to the Gunnison Valley RTA Bus System, please fill out the form below and send it to: Gunnison Valley RTA, Attn: Title VI Coordinator, P.O. Box 1911, Crested Butte, CO 81224. For questions or a full copy of RTA's Title VI policy and complaint procedures call 970-275-0111 or email struex@gunnisonvalleyrta.org.

<table>
<tr><td colspan="3">1. Name (Complainant):</td></tr>
<tr><td>2. Phone:</td><td colspan="2">3. Home address (street no., city, state, zip):</td></tr>
<tr><td colspan="3">4. If applicable, name of person(s) who allegedly discriminated against you:</td></tr>
<tr><td colspan="2">5. Location and position of person(s) if known:</td><td>6. Date of incident:</td></tr>
<tr><td colspan="3">7. Discrimination because of:
☐ Race
☐ National origin
☐ Color</td></tr>
</table>

8. Explain as briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Also, attach any written material pertaining to your case.
9. Why do you believe these events occurred?
10. What other information do you think is relevant to the investigation?
11. How can this/these issue(s) be resolved to your satisfaction?
12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses): Name: Address: Phone number:

13. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal agency ☐ Federal court ☐ State court
☐ Local agency ☐ State agency

If filed at an agency and/or court, please provide information about a contact person at the agency/court where the complaint was filed.

Agency/Court: Contact's Name: Address: Phone number:

Signature (Complainant):	Date of filing:

APPENDIX E

LIMITED ENGLISH PROFICIENCY PLAN

Gunnison Valley Transportation Authority (Gunnison Valley RTA)

May 17, 2024

I. INTRODUCTION

This Limited English Proficiency (LEP) Plan, for the Gunnison Valley RTA has been developed in response to federal requirements included under Section 601 of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), which provides that no person shall "on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Federal Executive Order No. 13166, issued in August 2000 by President Clinton, "Improving Access to Services for Persons with Limited English Proficiency," was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP)..." President Bush affirmed his commitment to Executive Order 13166 through a memorandum issued on October 25, 2001, by Assistant Attorney General for Civil Rights, Ralph F. Boyd, Jr. and Acting Assistant Attorney General, Loretta King directed a strengthening of enforcement of Title VI in a memorandum dated July 10, 2009.

As a sub-recipient of funds from the Federal Transit Administration (FTA), through the Colorado Department of Transportation (CDOT), this Limited English Proficiency (LEP) Plan for the Gunnison Valley RTA has been developed to ensure compliance with Federal LEP regulations. It includes an assessment of the limited English proficiency needs of our area, an explanation of the steps we are currently taking to address these needs, and the steps we plan to take in the future to ensure meaningful access to our transit programs by persons with limited English proficiency.

II. LIMITED ENGLISH PROFICIENCY NEEDS OF AREA

The *Four-Factor Analysis* developed by the FTA requires that information be included in LEP Plans regarding the number and percentage of LEP persons in our area, and the nature, frequency and importance of the contact we have, with LEP persons, in providing transit services. Each of these elements is addressed below.

Number and Percentage of LEP Persons in Our Area

Permanent Population

U.S. Census Data

The U.S. Census provides information to assist in estimating the number of limited English speakers in the permanent population. For small urban areas and rural counties, the best data available is from the U.S. Census Bureau County Covid 19 Impact Planning Report.. Table 1 presents information for Gunnison County on *Language Spoken at Home by Ability to Speak English*, based on that Survey.

Language Spoken at Home by Age

Gunnison County" Total Population 16, 537

	5-17	18-64	65+	Total
English Only	1,742	10,471	1,959	**14,172**
Speaks English very well (97.48%)	2120	11,241	2,035	**15,396 97.48%**
Spanish English less than "very well"	65	323	0	**388 2.3%**
Asian-Pacific Island. English less than "very well"	0	0	9	**9 .05%**
Other Indo-European English less than "very well"	0	0	0	**0**
Other Languages English less than "very well"	0	0	0	**0**

Source: United States Census Bureau County Covid 19 Impact Planning Report
https://uscensus.maps.arcgis.com/

As the table shows, there were very low numbers and percentages of persons in the permanent population of Gunnison County, in 2020, who had difficulty speaking English; 397 individuals, less than 3% of all persons age 5 and over. Most of those with difficulty were Spanish or Asian-Pacific Islander language speakers in the valley who might use the RTA service to get to work.

U.S. Census data indicates a very low need to respond to individuals in our service area who have difficulty with English. Those who do have difficulty are primarily Spanish or Asian and Pacific Islander language speakers. Therefore, for this LEP Plan, additional local contacts were not made to clarify the need among the permanent population of our service area. However, we are committed to monitoring LEP needs among the permanent population over time.

Visitors

During the summer, 2016 and winter, 2017 surveys of our riders, it was noted that only 8% of our riders are not residents of Gunnison County. However, due to the fact that some of our riders are visitors to Crested Butte Mountain Resort there is a potential need for special services for LEP individuals from our visitor population. As a year-round resort community, the Crested Butte/Mt. Crested Butte area, as well as Gunnison County as a whole, attracts individuals from all over the world. We are therefore sensitive to LEP needs among visitors to our area.

Summary

Given the resort nature of the Gunnison Valley RTA service area, the fact that many of the Spanish speakers work at the resort, and the large number of visitors we have, including those who potentially have Limited English Proficiency needs, we are committed to addressing those needs.

Nature, Frequency and Importance of LEP Contact

The nature and importance of LEP contact is high for public transit services in general, and in our service area, we are sensitive to those needs. We have daily contact with non-English speakers who are commuting to work. Therefore, strategies to address this need have been developed and will continually be reviewed, and improved where needed.

III. CURRENT LEP EFFORTS

Due to the resort nature of our service area, the potential numbers and percentages of LEP persons are significant. As a public transit provider we are committed to addressing the on-going need to service LEP individuals. Therefore, in recent years we have undertaken the following efforts. We ask our provider (Alpine Express at the time of the adoption of this plan) to make our schedules available in Spanish when requested to do so. We adopted an LEP Policy in May, 2010, adopted an LEP Plan in September, 2010 and revised and adopted this plan in May, 2015, March, 2016, May 2018, and May 2021.

IV. PLANS FOR THE FUTURE LEP EFFORTS

Given the current and potential future need to respond to individuals with Limited English proficiency our LEP Plan includes the elements identified below.

Identifying LEP Persons Who Need Language Assistance

In order to identify potential future LEP needs with respect to our transit service we will undertake the following:

- Review Census updates as they become available;
- Periodically review perceived LEP needs with our contracted provider and their drivers;
- Make periodic contacts with the Gunnison County Multicultural Center, and other community agencies that may know of LEP persons or groups.

Language Assistance Measures

As the need arises, we will consider the following to respond to LEP needs:

- Asking our provider to obtain copies of "I Speak Cards" to have on hand if needed;
- Develop Spanish versions of marketing materials, public notices, and related information, as appropriate;
- Asking our provider to consider hiring Spanish-speaking drivers;
- Ask our provider to obtain copies of CDOT's "Basic Spanish for Transit Employees" and distribute to drivers and customer service staff, as appropriate;
- Become familiar with Language Line Services at http://www.languageline.com;
- Make our schedules available in Spanish on our website;
- Identify other community resources such as agencies serving LEP persons which may have resources to share.

Staff Training

Similarly, as the need arises, we will consider requiring our provider to address the following staff training topics:

- Federal LEP requirements, your LEP Plan and Title VI;

- Documenting language assistance requests;
- Use of any of the language assistance measures as described above.

Outreach Efforts

Similarly, as the need arises, we will consider the following staff training topics:

- Identify agencies in our area that may serve LEP populations
- Provide information on your services to them, as appropriate
- Provide opportunities for LEP participation at public meetings, through advertising and conduct of meetings, as appropriate

Monitoring and Updating Plan

We will monitor and update this plan every 2-3 years, as needed. This will include:

- Reviewing our LEP Plan with our provider and make adjustments, as needed
- Pay particular attention to demographic changes in our area and to any LEP-related complaints we receive.

Disseminating Our LEP Plan

- Have copies of our plan available to give to agencies serving LEP populations in our area and or for individual requests;
- Post our plan on our website;
- This plan was adopted by the Board of Directors of the Gunnison Valley Transportation Authority at their May 17, 2024 regular meeting.

APPENDIX F
Public Participation Plan

Using existing demographic data to determine number of minority, low-income, and LEP populations within the RTA service area, the RTA shall seek out and consider viewpoints of minority, low-income, and LEP populations in the course of conducting public outreach and involvement activities in regards to proposed transportation decisions. RTA shall make every effort to include the following practices:

1) Coordination with individuals, institutions, or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or low-income communities;

2) Provision of opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments;

3) Utilization of locations, facilities and meeting times that are convenient and accessible to low-income and minority communities;

4) Utilization of different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities; and

5) Implementation of DOT's policy guidance regarding RTA's responsibilities to LEP persons.

All RTA Board of Directors meetings are open to the public and a public comment section is part of every agenda. These meetings are advertised in both local newspapers, on the RTA website, and noticed to people on our meeting notification email list. The RTA website includes contact information with quicklinks to provide feedback to all Board and administrative staff members regarding RTA services. The website also includes a form to sign up for newsletters which RTA sends periodically to update the public regarding RTA activities.

APPENDIX G

Policies for the Use of Gunnison Valley RTA Public Transportation Adopted November 3, 2023

This document is available on the official Gunnison Valley RTA website.

General Use Policies

1. General Policy. Public transportation vehicles and facilities are provided by the Gunnison Valley RTA (RTA) for the benefit of the Crested Butte/Mt. Crested Butte community, visitors, and the general public. All permissible use of public transportation vehicles and facilities shall be strictly limited to conduct consistency with the reasonable use and enjoyment of such services and for their safe and reliable operation.

2. Use of Gunnison Valley RTA Services.

a. There are currently no fares for the use of RTA services, however the board may adopt fares from time to time.

b. Use of RTA services is available on a first-come, first-served basis until capacity is reached. The buses cannot wait for incomplete boarding parties.

c Use of the RTA Transit System constitutes an acceptance of the terms of use.

d. All users must wear shirts and shoes and display proper hygiene as to not be overtly offensive to other passengers.

3. Standing Passengers. All passengers are required to be seated while the bus is moving.

4. Children.

a. Riders age eight (8) and younger must be under the supervision of a responsible adult at all times when using RTA services.

b. Children must be removed from strollers while on the RTA.

c. Diapers may not be changed aboard a RTA Transit vehicle.

5. Strollers; Wagons.

a. Only collapsible strollers, wagons and similar child transport devices are permitted on the RTA. Non-collapsible strollers, wagons, and similar child transport devices are not permitted on the RTA.

b. All strollers, wagons, and similar child transport devices shall be carried on the RTA vehicle in their collapsed condition.

6. Bicycles, Skis, and Snowboards.

a. On a seasonal basis, RTA vehicles are equipped to carry bicycles on a first-come, first-served basis until capacity is reached.

b. Any rider traveling with a bicycle, skis, or snowboard must be able to load without assistance.

c. Bicycles may not be brought on-board transit vehicles. If space is available, skis and snowboards may be brought on-board. Use of the provided bicycle rack is at the user's own risk.

7. Carry-On Items.

a. RTA vehicles do not have space specifically designed for storage, and anything other than carry-on baggage is not allowed on RTA vehicles.

b. Riders may bring small packages and groceries on-board vehicles if space is available and if they maintain control of these items within their immediate seating area.

c. Any rider traveling with carry-on items must be able to board without assistance.

d. Carry-on items must not interfere with passenger safety or obstruct the aisles.

e. Portable music devices such as radios, iPods, etc. must not be played at a volume that would disrupt the safe operation of the transit vehicle or annoy other passengers. Transit riders are required to use headphones for their phones/devices while on board a transit vehicle as a courtesy to your fellow passengers.

f. No food or beverages may be consumed aboard a RTA vehicle. Beverages should be transported in a spill proof container.

8. Hazardous Materials. Hazardous materials such as explosives, flammable liquids, firearms, or weapons (except as authorized by law) are prohibited on RTA vehicles. Mention of any such materials is considered to be threatening behavior and will not be tolerated. Any violation of this prohibition will result in immediate notification of the appropriate law enforcement officials.

9. Animals. All animals are prohibited from RTA, subject to the following limited exceptions:

a. Legitimate service animals under the control of a guest with a disability as permitted by the ADA.

b. Animals stored in an approved carrier under the control of a responsible guest.

c. Any rider traveling with an animal may be expelled if the animal's behavior compromises the safe operation of RTA or otherwise poses a threat to the health, safety, and welfare of the public.

10. Smoking and Vaping. Smoking and vaping are strictly prohibited while using RTA vehicle.

11. Loitering. Remaining on board a RTA vehicle without a destination, sleeping on-board a RTA vehicle, or loitering at a Public Transit Station or designated Bus Stop is not permitted.

12. Disruptive Behavior. Loud, obnoxious behavior or the use of foul language is not permitted aboard a RTA Transit Vehicle, at a designated public bus stop, or at a Public Transit Station. Disruptive passengers may be denied RTA Services at the discretion of the Transit Operator.

13. Flash Photography, Laser Pointers. Taking flash photographs or the use of a laser pointer while on board a transit vehicle is extremely dangerous and not permitted.

14. Alcohol; Illegal Drugs.

a. The consumption of alcohol is prohibited while using the RTA services.

b. The possession of an open alcoholic beverage container is prohibited while using the RTA services.

c. No person may ride the RTA services while they are visibly intoxicated and not in control of their own person.

d. The possession, sale, or use of any illegal drug is prohibited while using RTA services.

14. Commuter Bus System. The Gunnison Valley RTA Transit System is a commuter bus public transportation system. We do not make stops at undesignated locations for passengers to board or disembark the bus. The RTA Transit System complies with all state and federal regulations for public transportation and is subject to Federal Transit Administration and Federal Motor Carrier Safety Regulations.

15. Emergencies. In the event of an unforeseen emergency, the Transit Operator shall provide passengers with specific directions for evacuation and/or other necessary actions. For your safety and that of our other passengers, you must comply with the directions provided. Transit Operators are licensed Commercial Drivers and are provided extensive training to meet federal regulations for safety.

16. Compliance with Use Policies. The RTA Transit System reserves the right to deny boarding or RTA services to any person not complying with the Use Policy and Procedures for the transit system. Refusal to comply with the directions of a Transit Operator or Transit Supervisor and/or the hindering of the movement of public transportation is punishable by Federal Law with up to 16 years in prison and up to $750,000 in fines. Other state and local laws may also apply. Persons not following the basic requirements for Use of the RTA Services will not be allowed to board or will be told they must disembark. The RTA Transit System will notify law enforcement officials of any misconduct involving RTA Services at its discretion.

17. Non-Discrimination. The Gunnison Valley RTA complies with Title VI of the Civil Rights Act of 1964. The level and quality of transportation service will be provided without regard to race, color, or national origin in accordance with Title VI. All RTA services are provided with equal access to all.

18. Accessibility. All RTA vehicles shall meet the standards of accessibility for persons with disabilities established by the Federal Transit Administration pursuant to the Americans with Disabilities Act, 42 U.S.C. §12101, et seq. (Public Law 101-336). Accessibility is provided along our commuter bus system at designated bus stops only.

Notice

Any person who believes that they or any specific class of persons is subjected to discrimination prohibited by Title VI Civil Rights Act or the provisions of the Americans with Disabilities Act may by themselves or by a representative file a written complaint with Gunnison Valley RTA and/or the Federal Transit Administration. All complaints will be promptly investigated.

To request additional information on the Gunnison Valley RTA nondiscrimination obligations or the Americans with Disabilities Act, contact:

Executive Director
Gunnison Valley RTA
P.O. Box 1911
Crested Butte, Colorado 81224
struex@gunnisonvalleyrta.org

Information in languages other than English will be provided as needed and will be consistent with DOT LEP Guidance. Additionally, alternative formats, i.e. large print are available upon request.

APPENDIX H

GUNNISON VALLEY TRANSPORTATION AUTHORITY (GVRTA)
RESOLUTION NO. 1
SERIES 2024

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY APPROVING THE GUNNISON VALLEY TRANSPORTATION AUTHORITY TITLE VI PLAN, PUBLIC NOTICE OF RIGHTS / COMPLAINTS PROCESS, LIMITED ENGLISH PROFICIENCY PLAN, PUBLIC PARTICIPATION PLAN, AND POLICIES AND PROCEDURES FOR THE USE OF GUNNISON VALLEY RTA PUBLIC TRANSPORTATION

WHEREAS, the Gunnison Valley Transportation Authority (RTA) as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964 as amended, must submit on an annual basis its Title VI Assurance as part of the annual Certification and Assurance submission to the Federal Transit Administration (FTA); and

WHEREAS, the Board of Directors has reviewed and considered the Plan at a regularly scheduled meeting of the RTA on MAY 17, 2024; and

WHEREAS, the Plan includes appendixes which contain other documents and plans such as a Public Notice of Rights / Complaints Process, Limited English Proficiency Plan, Participation Plan, and Policies and Procedures for the use of RTA Public Transportation; and

WHEREAS, the Board of Directors has determined that the Plan, a copy of which is attached hereto, should be approved by the Board.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GVRTA THAT:

Section 1. That the Gunnison Valley Transportation Authority Title VI Plan and documents included in the appendixes of the Plan attached hereto is approved by the Board.

INTRODUCED, READ AND ADOPTED at a regular meeting of the RTA on the 17th day of May, 2024.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

_____
By: Janet R. Farmer, Board Chair

Attest:

_____
By: Diego Plata, Secretary

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

June 28, 2024 at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – JUNE 28, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS' ROOM – 8:00 A.M

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF MAY 17, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
1) Review and possible authorization of window art on buses for GVHEAT – Alisha Ford and Scott Truex **– motion and decision requested**
2) Bus operating and capital planning project update – Mikhail Kaminer – Fehr and Peers.
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex, Dean Herrara, and Tom Cox
6) Air service update – Bill Tomcich

9:10 G. PUBLIC COMMENT PERIOD
9:15 H. COMMENTS FROM BOARD MEMBERS & STAFF
9:20 I. NEW BUSINESS
1) Resolution #2, Series 2024 A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY – **motion and decision requested**
2) Gunnison Enhanced Bus Stop and GVRTA Offices – project discussion – Scott Truex
3) Winter 2024-2025 Bus Schedule – Scott Truex **– motion and decision requested**
4) RFP Process for choosing a contractor for Commuter Bus Service beginning in November, 2025 – Scott Truex.
5) Discussion regarding air service consulting contract for 2025-26 – Scott Truex

9:40 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – August 9, 2024 at 8:00 a.m. in the Crested Butte Council Chambers.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

May 17, 2024

Crested Butte

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Steve Morris, Ian Billick (ZOOM), Diego Plata (ZOOM)

Also present are Scott Truex, Rick Lamport, Bill Tomcich, John Norton (ZOOM), Dean Herrara, Landon Ogilvie (ZOOM), and community members.

Jason MacMillan was presented with a plaque commemorating his years of service on the GVRTA board of directors.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF MARCH 22, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
    1) Air program reports
    2) Bus program reports

Laura Puckett Daniels moved to approve the consent agenda. Liz Smith seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported that the general aviation Phase one ramp project has begun and should be done by mid-June.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that they are pleased with the winter results, and he believes that the drive market was soft this past winter. TAPP is currently in the Texas market and getting ready for summer.

5)Bus service update

Scott Truex reported that ridership for March was up 18% and April was up 44%, the 24th month in a row that we have seen record ridership. For the winter, we ran 11,172 trips and carried over 206,000 passengers; over 97% of those trips were within 10 minutes of the

schedule. The new bike racks are now installed on all of the buses. We have been impacted by the closure of the Highway 50 bridge, which will be discussed later in this meeting. We are waiting on the final documentation on the new facility, and we should have that financially closed out by the next meeting. The spring/summer schedules began on April 8th. Landon from Alpine Express reported that we would have all housing units full over the next month. They are bringing on five new CDL drivers that will be local. Scott Truex explained that when the bridge closure happened, several RTA drivers had been commuting from Montrose, and they would time out and not be able to get back under the time limits for driving. This is one of the reasons why we are hiring more local drivers. Fortunately for us, we have housing to accommodate these drivers. We are using vans because several CDL drivers are based in Montrose. Within the next 2-3 weeks, this should be resolved. Alpine Express is absorbing the cost of the vans that are being utilized. Laura Puckett Daniels asked about the lateness and missed time recently, and Scott explained that these were due to mechanical issues with the aged buses. There was a discussion about bus maintenance and late and missed bus routes. Landon suggested that Alpine Express provide a monthly report that addresses the “no reason given” status in their reports.

6)Air Service Update
Bill Tomcich spoke personally to the challenge of the Highway 50 bridge closure. He reviewed his monthly report which was in the packet. He reported that winter finished strong with April having a 100% completion factor, 94% were on time with strong load factor results. 3,900 passengers in April surpassed the number of passengers that flew in 2022 when United had two flights per day. The highway closure has affected the spring numbers with many people flying out of Gunnison instead of Montrose or Grand Junction. The winter reliability ended up with a 98.4% completion rate (91.8% winter prior) and an on-time performance of 88.8% (compared to 78.4% the year before). When looking at any issues in air service this winter Tomcich reported a total of 16 cancelled flight segments (112 cancelled flights the winter prior) with a total of 26 irregular flights this winter. For summer, Tomcich reported that the second daily flight returns next week and overall May is pacing 35% ahead of last year, June is pacing 7% ahead, July behind and August 19% ahead. He shared that United is planning to add a second daily flight back into the schedule this fall. A mid-afternoon Saturday flight has also been added to United’s schedule for the summer. Houston operates on weekends only beginning in June through August 18th. There was a board discussion on the Houston MRG and subsidies. Tomcich reported that JSX will start up flights again starting next week with four flights per week and then bump up to five flights per week for July and August. He will meet with American Airlines and JSX at his conference next week. American Network Planning did give us a letter of support for the DOT for SCASD grant saying that they are interested in a DFW summer service. Tomcich believes that we could be on track to break records in the coming year.

7) Bus operating and capital planning project and surveying update.
Truex reported on the winter survey bus ridership results. Our passengers that responded to the survey included 60% of our passengers that ride the bus at least once per week and 12% that ride every single day. Overall, Truex said the results were very favorable. The summer surveys

will start in June and will include four public outreach events at that time. A board discussion on how to use survey data and next steps ensued.

8) Update on CB South bus stop improvements
Truex attended a meeting with the CB South POA, Met District and the County last week and updated the board on the potential paving project that is needed at that bus stop. The RTA is committing $60,000 to this project which will be led by the Met District. The POA will contribute $10-20,000. We hope to get this done in July or August.

9) Update on bus grant applications
Truex submitted three grant applications. The competition is very stiff and we should know by August if we are successful. If we do not get any grant funding, Truex will recommend that we purchase at least one bus with local funds.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Truex wanted the board to note that we are flat for the year in sales tax revenue and he is keeping an eye on this.

I. New Business

1) Impacts of Hwy. 50 road closure on GVRTA operations
   This discussion took place earlier in the meeting under the Bus Service Update.

2) Review of Transportation Services Contract with AEX contract and decision regarding a twelve-month extension of the contract from 11/17/2024 to 11/16/2025 for the provision of commuter bus service
   Truex reported that this is the last extension allowed in our current contract and that he has started working on the next RFP which will be completed in June of 2025. This will be on the agenda at the next meeting to discuss the RFP process. Truex is very impressed with the service that Alpine Express has provided.

3) Resolution #1, Series 2024 - A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY APPROVING THE GUNNISON VALLEY TRANSPORTATION AUTHORITY TITLE VI PLAN, PUBLIC NOTICE OF RIGHTS / COMPLAINTS PROCESS, LIMITED ENGLISH PROFICIENCY PLAN, PUBLIC
   Truex explained that adopting a new Title VI plan is required every three years and that the plan is an updated version of the one passed in 2021.
   Laura Puckett Daniels ***moved to approve Resolution #1, Series 2024***, Diego Plata seconded the motion.
   Motion passes unanimously.

4) Executive session for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison.
Diego Plata recused himself from this executive session.

Janet Farmer ***moved pursuant to section 24-6-402(4)(a) of the Colorado Revised Statutes, that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of discussing negotiations relating to the possible purchase of a vacant lot in the City of Gunnison, Colorado.*** Laura Puckett Daniels seconded the motion and the motion passed unanimously.

An announcement was made by the presiding officer, Janet Farmer prior to entering the executive session: "The Executive Session is not open to the public, and action may not be taken. It is Friday, May 17, and the time is 9:13 a.m. For the record, I am the presiding officer; Janet Farmer the Board Chair. Present at this Executive Session are the board members in attendance except for Diego Plata, who has recused himself, and Scott Truex. If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record."

At 9:13 am the Board went into executive session.

An announcement made by the presiding officer upon returning to the open meeting: "The time is now 9:42 a.m., and the Executive Session has been concluded. The participants in the Executive Session were Janet Farmer, Ian Billick, Liz Smith, Laura Puckett Daniels, Steve Morris, and Scott Truex. For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record." No concerns were stated.

The board directed staff to pursue a contract for the piece of land in Gunnison. Truex will attempt to bring a contract for the board to consider at the next meeting.

The meeting adjourned at 9:44 am.

April, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on June 19, 2024 with information provided by the County Finance Department and shows posted revenues through April, 2024 and expenditures through April, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	**$ 471,261.32**	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000	**$ 503,628.53**	3.8%	3.9%	$ 503,629
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000	**$ 518,936.20**	-3.5%	-3.5%	$ 518,936
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000	**$ 300,108.43**	1.0%	1.1%	$ 300,108
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000				$ 371,561
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000				$ 544,420
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 753,805
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,167
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,949	$ 516,000				$ 528,948
Year-to-date	**$ 1,528,638**	**$ 1,803,429**	**$ 1,790,545**	**$ 1,791,000**	**$ 1,793,934.48**	**0.2%**	**0.2%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,980**	**$ 5,996,000**		**1.0%**	**0.1%**	**$ 6,056,368**

Gunnison Valley Transportation Authority Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 1,793,934.48**	**$ 5,996,000**	**$ 60,368**	**$ 6,056,368**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 1,793,934.48	$ 4,313,000	$ 360,368	$ 4,673,368
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 1,793,934.48	**$ 5,996,000**	**$ 60,368**	**$ 6,056,368**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,741,828	$ 1,924,030	$ (182,202)	$ 1,741,828
Revenues				
Sales Tax Revenues	$ 1,793,934.48	$ 4,313,000	$ 360,368	$ 4,673,368
Sales Tax - Clerk	$ 14,664.17	$ 36,000	$ 3,000	$ 39,000
Interest Charges	$ (298.33)	$ 2,700	$ (1,700)	$ 1,000
Other Fines	$ (306.71)	$ 16,000	$ (7,000)	$ 9,000
Rental Income	$ 34,592.29	$ 97,000	$ 8,000	$ 105,000
Earnings on Investments	$ 57,195.09	$ 60,000	$ 35,000	$ 95,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ 249,897.00	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 2,149,677.99**	**$ 4,884,212**	**$ 397,668**	**$ 5,281,880**
Expenditures:				
Postage	$ 9.50	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 89.75	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 6,162.34	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ -	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ 139.33	$ 6,000	$ (3,000)	$ 3,000
Travel - Lodging	$ -	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ 19.17	$ 8,000	$ 2,000	$ 10,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 30,223.08	$ 92,000	$ 5,000	$ 97,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 21,101.36	$ 67,000	$ (3,000)	$ 64,000
Management Services - TMS	$ 40,560.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ -	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ 4,395.44	$ 31,000	$ (1,000)	$ 30,000
County Treasurer's Fees	$ 18,962.29	$ 75,000	$ (3,000)	$ 72,000
Late Night Taxi Donation	$ 37,894.68	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 3,606.18	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships	$ 18,927.37	$ 23,000	$ -	$ 23,000
Auditing	$ -	$ 9,000	$ 1,500	$ 10,500
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 2,567.18	$ 10,000	$ (6,000)	$ 4,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 4,406.68	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 40,560.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 34,468.53	$ 133,000	$ (38,000)	$ 95,000
5311 - O CNG Fuel	$ 139,566.21	$ 400,000	$ (33,000)	$ 367,000
5311 - O Repair & Maintenance - Vehicles	$ 180,073.02	$ 605,000	$ 20,000	$ 625,000
5311 - O Purchased Transportation Services	$ 1,070,695.79	$ 2,850,000	$ 266,000	$ 3,116,000
Total Expenditures	**$ 1,674,715.30**	**$ 4,650,528**	**$ 194,395**	**$ 4,844,923**
Ending General Fund Balance	**$ 2,216,791**	**$ 2,157,714**	**$ 21,071**	**$ 2,178,785**

Report shows posted revenues through April and expenditures through April.

Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - C Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ 600.00	$ -	$ 110,043	$ 110,043
Housing/Land Purchases	$ 2,455.72	$ -	$ 820,000	$ 820,000
Capital Improvements	$ -	$ 125,000	$ (15,000)	$ 110,000
Total Expenditures	$ 3,055.72	$ 125,000	$ 915,043	$ 1,040,043
Ending Fund Balance	$ 1,310,580	$ 1,551,663	$ (778,070)	$ 773,593
Report shows posted revenues through April and expenditures through April.				
Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.				

GVRTA Air Command Fund Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant	$ -	$ 300,000	$ (300,000)	$ -
Total Revenues	$ -	$ 1,050,000	$ (600,000)	$ 450,000
Expenditures:				
Airline Guarantees - Winter	$ 521,954.03	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 40,965.22	$ 102,000	$ (1,000)	$ 101,000
Payment to Airport for Airline Mechanic Subsidy	$ -	$ 45,000	$ -	$ 45,000
Airline Guarantees - Summer	$ -	$ 600,000	$ (600,000)	$ -
Total Expenditures	$ 562,919.25	$ 1,268,954	$ (601,000)	$ 667,954
Ending Fund Balance	$ 1,637,479	$ 1,980,511	$ 1,933	$ 1,982,444
Report shows posted revenues through April and expenditures through April.				
Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.				

GVRTA Senior Transportation Fund Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses	$ 91,986.60	$ 120,000	$ (6,221)	$ 113,779
Contracted Services	$ 128,351.91	$ 400,000	$ -	$ 400,000
Total Expenditures	$ 220,338.51	$ 520,000	$ (6,221)	$ 513,779
Ending Fund Balance	$ 217,051	$ 349,262	$ 7,349	$ 356,611
Report shows posted revenues through April and expenditures through April.				
Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - April, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 5,693,252	$ 5,736,420	$ (43,168)	$ 5,693,252
Revenues:	$ 2,149,678	$ 6,867,212	$ (202,332)	$ 6,664,880
Expenditures:	$ 2,461,029	$ 6,564,482	$ 502,217	$ 7,066,699
Ending Fund Balance	$ 5,381,901	$ 6,039,150	$ (747,717)	$ 5,291,433
Report shows posted revenues through April and expenditures through April.				
Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.				

GVRTA Summary of all Funds Financial Report - April, 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,741,828	$ 2,216,791	$ 2,157,714	$ 21,071	$ 2,178,785
Capital Reserve Fund Balance	$ 1,313,636	$ 1,310,580	$ 1,551,663	$ (778,070)	$ 773,593
Air Command Fund Balance	$ 2,200,398	$ 1,637,479	$ 1,980,511	$ 1,933	$ 1,982,444
Senior Transportation Fund Balance	$ 437,390	$ 217,051	$ 349,262	$ 7,349	$ 356,611
Total Fund Balance	$ 5,693,252	$ 5,381,901	$ 6,039,150	$ (747,717)	$ 5,291,433
Report shows posted revenues through April and expenditures through April.					
Report prepared by Scott Truex with information from the County Finance department on June 19, 2024.					

RTA Board of Directors Meeting, June 28, 2024

Air Service Update – Bill Tomcich

May Flight Reliability and OTP: May marked yet another month of 100% completion of all United Express flights at GUC. There were a number of delays, primarily due to DEN weather. 82.5% of May's flights were on-time – still right in line with industry norms. There was an inbound flight on May 29 that was forced to divert to Colorado Springs, but it was able to continue on to GUC, landing less than two hours late. They were able to turn that flight quickly, and the return flight to DEN arrived just 34 minutes late, so it looks like all those passengers were able to make their connections. JSX also completed 100% of their six flights planned in and out of GUC in May.

May Passengers (United): 4,024 total passengers flew in and out of GUC for a very impressive May load factor of 69.8% with increased capacity from May 23 onward. This represents a +36% increase in total passengers carried versus last May, when an overall load factor of 68.3% was achieved with one daily flight. Most importantly, this is the strongest May results ever in the history of GUC, surpassing the 3,834 passengers carried in May 2022 when two daily flights were offered (and achieved a load factor of just 45%).

Future Summer Bookings (as of June 24): It was a slightly slower booking week with a total of 1,464 net new summer bookings Summer continues to build just a fraction ahead of last year (+2.5% ahead overall). July continues to pace slightly behind. This is a trend the entire industry is starting to see with the 4th falling on a Thursday this year. Both the weekend before and falling the 4th seem to be pacing down from last year. To summarize future pacing by month:

- **June:** Saw some nice last-minute bookings this past week and is now pacing +10.5% ahead of last year on nearly identical capacity, versus +8% ahead last week.
- **July:** Now pacing -9% behind last year on a capacity increase of +3%, versus -10% behind as of last week.
- **August:** Now pacing +14% ahead of last year on a capacity increase of +3%, versus +17% ahead as of last week.
- **September:** Now pacing -5% behind last year on a capacity increase of +6%, versus -1% behind as of last week.

Preliminary View of Fall Bookings (as of June 24): While the numbers are very small at this point with single-digit booked load factors, October and November combined are currently +18% ahead on a capacity increase of +100% (two flights daily from DEN versus one). There is lots of time for Fall to continue to build.

Future Schedules:

- **United from DEN:** 15x/week (2x daily + 3rd flight on Saturdays) through September 21, then 2x daily throughout the rest of the Fall.
- **United from IAH:** 2x/week (Fri/Sat in, Sat/Sun out) June 28 – August 18.
- **JSX from DAL:** 5x/week through June 24, then 9x/week June 27 – August 19, then 5x/week through at least September 8 (selling schedules still show flights through September 30).

Six-Year Comparison of Reliability into GUC: Now that we have passed the one-year anniversary of SkyWest CRJ700's being replaced with Embraer E175's at GUC, I am able to offer the comparison below of annual completion factors and on-time performance for the 12-months ended May, 31, 2024 versus each of the prior five years. With more than 99% of all flights completed over the past twelve months and with nearly 83% of them completed on-time, these are reliability stats that we can all certainly now be proud of.

GUC/KGUC - Six-year Comparison					
Annual Tracking of Completed & On-Time Flights into GUC					
On-Time = < 15 minutes late.					
12 Months Ended	# Flights Skd	# Flights Completed	% Completed	# Flights On-Time	% On-Time
31-May-19	1560	1489	95.4%	1087	69.7%
31-May-20	1750	1592	91.0%	1245	71.1%
31-May-21	1485	1432	96.4%	1198	80.7%
31-May-22	2084	1955	93.8%	1492	71.6%
31-May-23	1875	1767	94.2%	1379	73.5%
31-May-24	1744	1728	99.1%	1443	82.7%

Houston Airport Construction: Anyone who has travelled through IAH recently is aware that the airport is mostly a construction zone right now. Overall gate capacity at IAH remains constrained, meaning there aren't as many connecting flights flowing through this hub currently. Two major projects are currently underway:

- **New international Terminal at IAH:** Formally known as the IAH Terminal Redevelopment Program (ITRP), this $1.458 billion construction program includes the building of a new D West Pier that will house 10 new narrow-body or 2 wide-body aircraft simultaneously, and is expected to be completed in early 2025.

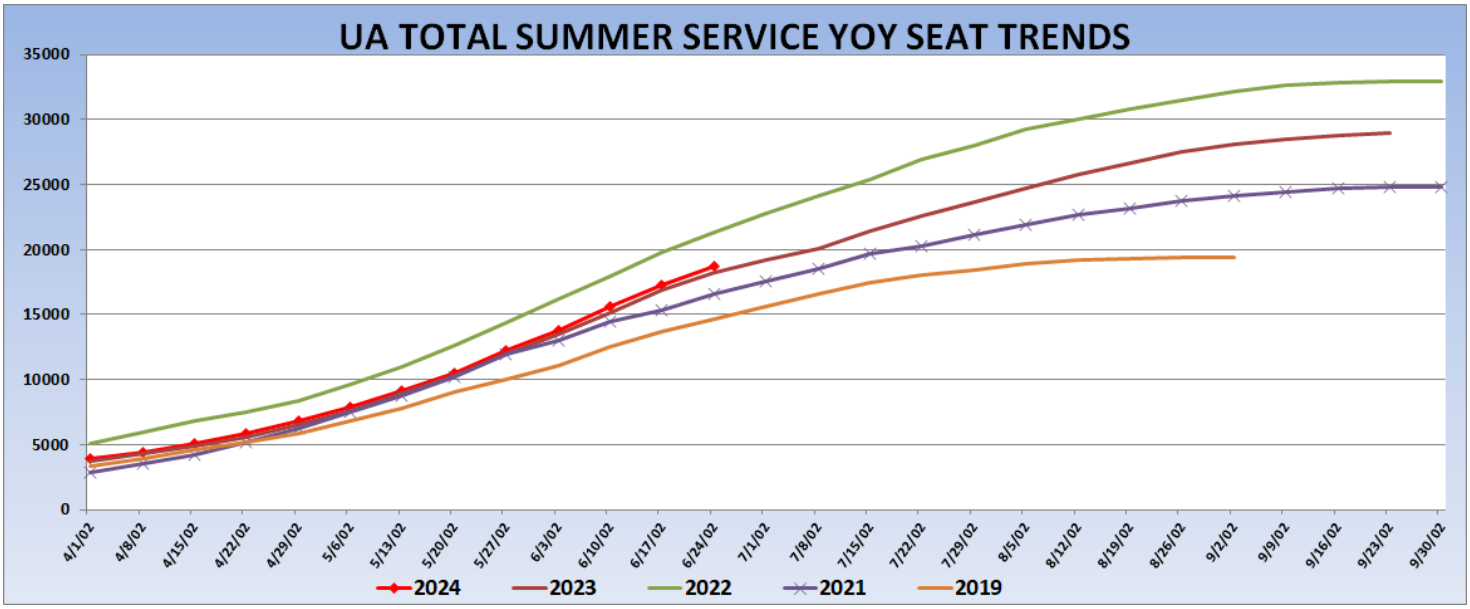
- **United Airlines Terminal B Transformation (IAHTBT):** United is investing $2.6 Billion renovation of what is currently their regional terminal is a bold initiative that is part of United's broader growth strategy, aptly named United Next. This expansion will include the addition of 40 more gates at IAH, specifically designed to handle larger aircraft like the E175, allowing for an overall increase in passenger capacity of 40% by 2026.

Here's a link to fascinating video that documents the complexity of this aggressive redevelopment program while the airport continues to function as a vibrant operating international airport and major hub for United:

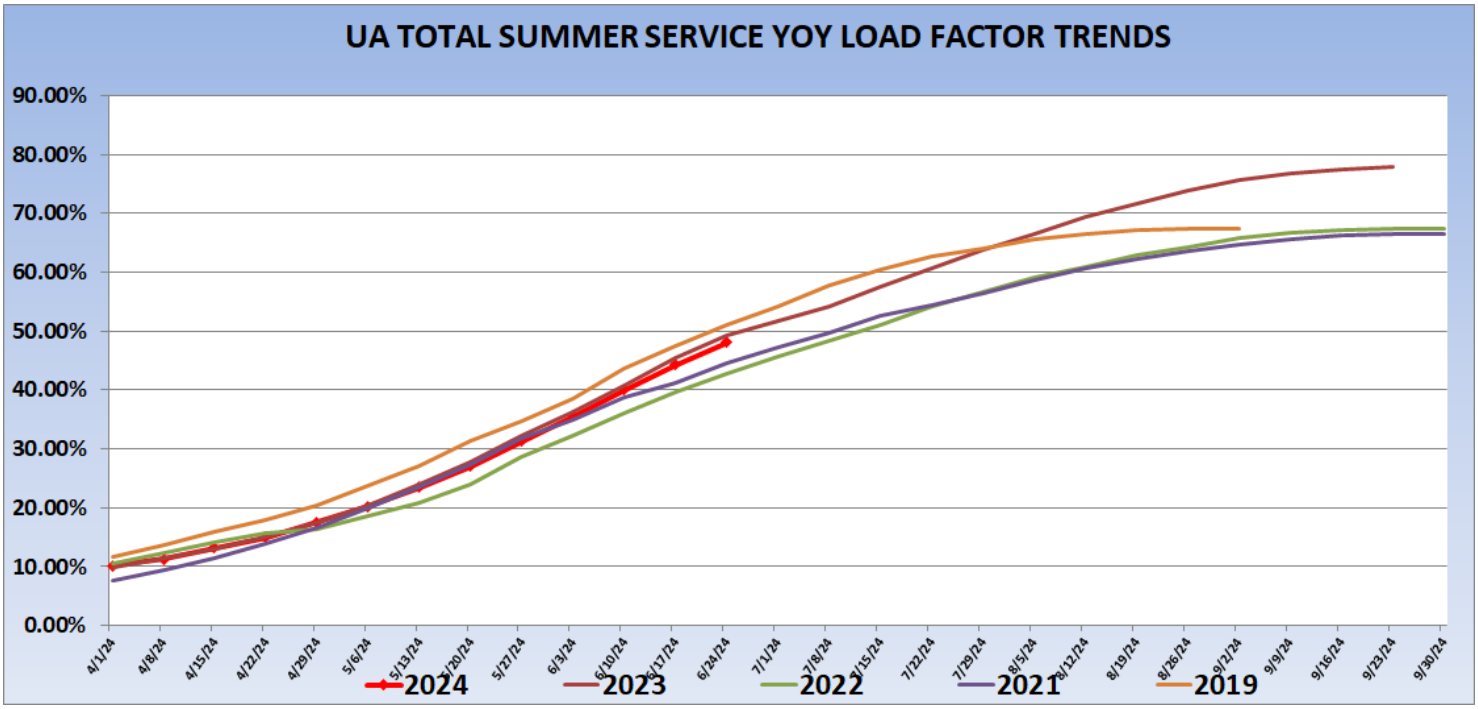
WATCH | Update on construction of new IAH International Terminal | Houston Airport System (fly2houston.com)

Air Program Reports – Summer, 2024 as of 6/24/24

All Flights – Total Seats Sold vs. previous three years



All Flights – Total Load Factor vs. previous three years



Bus program reports – May, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March	48,338	2,519	2,921	84,601	31	19.2	1,559.3	41,003	19.2	1,322.7	**7,335**	**17.9%**
April	23,103	2,081	2,335	67,593	30	11.1	770.1	16,010	9.4	533.7	**7,093**	**44.3%**
May	19,030	2,023	2,296	66,871	31	9.4	613.9	15,315	8.9	494.0	**3,715**	**24.3%**
June												
July												
August												
September												
October												
November												
December												
Total	**187,718**	**11,464**	**13,250**	**381,646**	**152**	**16.4**	**1,235.0**	**151,513**			**36,205**	**23.9%**

Passengers by Stop – Spring/Summer/Fall 2024

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	23	1,128	269	732	933	676	1,177	396	735	885	132	90	180	514	395	50	40	54	223	8,214
May	31	1,413	322	1,066	1,157	1,082	1,388	404	916	1,206	261	199	191	863	526	61	83	42	352	11,006
June																				
July																				
August																				
September																				
October																				
November																				
Total	**54**	**2,541**	**591**	**1,798**	**2,090**	**1,758**	**2,565**	**800**	**1,651**	**2,091**	**393**	**289**	**371**	**1,377**	**921**	**111**	**123**	**96**	**575**	**19,220**
Avg / Day		**47.1**	**10.9**	**33.3**	**38.7**	**32.6**	**47.5**	**14.8**	**30.6**	**38.7**	**7.3**	**5.4**	**6.9**	**25.5**	**17.1**	**2.1**	**2.3**	**1.8**	**10.6**	**355.9**

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
April	23	1,266	2,826	29	121	159	478	534	216	81	565	159	5,900
May	31	1,383	4,305	51	198	211	615	991	160	134	734	233	8,024
June													
July													
August													
September													
October													
November													
Total	**54**	**2,649**	**7,131**	**80**	**319**	**370**	**1,093**	**1,525**	**376**	**215**	**1,299**	**392**	**13,924**
Avg / Day		**49.1**	**132.1**	**1.5**	**5.9**	**6.9**	**20.2**	**28.2**	**7.0**	**4.0**	**24.1**	**7.3**	**257.9**

Passenger Boardings by Time – Spring/Summer/Fall 2024

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2024

Departing	Northbound								
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	42	49							91
5:51 AM	76	153							229
6:21 AM	208	293							501
6:56 AM	390	736							1,126
7:26 AM	361	523							884
7:56 AM	322	541							863
8:26 AM	251	311							562
9:01 AM	279	332							611
9:31 AM	251	342							593
10:01 AM	213	307							520
10:31 AM	205	280							485
11:01 AM	174	250							424
11:36 AM	196	243							439
12:06 PM	183	286							469
12:36 PM	234	327							561
1:06 PM	260	365							625
1:41 PM	410	360							770
2:11 PM	311	380							691
2:41 PM	362	485							847
3:11 PM	304	362							666
3:46 PM	465	649							1,114
4:16 PM	390	457							847
4:46 PM	362	432							794
5:16 PM	320	443							763
5:46 PM	245	284							529
6:16 PM	216	317							533
6:51 PM	233	288							521
7:21 PM	233	258							491
7:51 PM	190	248							438
8:21 PM	205	192							397
8:56 PM	114	211							325
9:26 PM	101	181							282
9:56 PM	108	121							229
Total	**8,214**	**11,006**	**-**	**-**	**-**	**-**	**-**	**-**	**19,220**
Departing	Southbound								
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	97	110							207
7:10 AM	206	257							463
7:40 AM	144	209							353
8:15 AM	112	149							261
8:45 AM	108	150							258
9:15 AM	98	89							187
9:45 AM	97	107							204
10:20 AM	106	159							265
10:50 AM	169	144							313
11:20 AM	174	212							386
11:50 AM	139	194							333
12:20 PM	165	192							357
12:55 PM	153	190							343
1:25 PM	153	224							377
1:55 PM	197	284							481
2:25 PM	216	271							487
3:00 PM	250	319							569
3:30 PM	259	326							585
4:00 PM	454	631							1,085
4:30 PM	368	549							917
5:05 PM	396	708							1,104
5:35 PM	232	386							618
6:05 PM	207	278							485
6:35 PM	147	273							420
7:05 PM	145	146							291
7:35 PM	167	163							330
8:10 PM	154	194							348
8:40 PM	161	253							414
9:10 PM	169	283							452
9:40 PM	141	168							309
10:20 PM	125	176							301
11:00 PM	118	91							209
11:30 PM	73	139							212
Total	**5,900**	**8,024**	**-**	**-**	**-**	**-**	**-**	**-**	**13,924**
Overall Tota	**14,114**	**19,030**	**-**	**-**	**-**	**-**	**-**	**-**	**33,144**

Average Riders per Bus - Spring, Summer, Fall, 2024

Departing	Northbound								
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	1.8	1.6							1.7
5:51 AM	3.3	4.9							4.2
6:21 AM	9.0	9.5							9.3
6:56 AM	17.0	23.7							20.9
7:26 AM	15.7	16.9							16.4
7:56 AM	14.0	17.5							16.0
8:26 AM	10.9	10.0							10.4
9:01 AM	12.1	10.7							11.3
9:31 AM	10.9	11.0							11.0
10:01 AM	9.3	9.9							9.6
10:31 AM	8.9	9.0							9.0
11:01 AM	7.6	8.1							7.9
11:36 AM	8.5	7.8							8.1
12:06 PM	8.0	9.2							8.7
12:36 PM	10.2	10.5							10.4
1:06 PM	11.3	11.8							11.6
1:41 PM	17.8	11.6							14.3
2:11 PM	13.5	12.3							12.8
2:41 PM	15.7	15.6							15.7
3:11 PM	13.2	11.7							12.3
3:46 PM	20.2	20.9							20.6
4:16 PM	17.0	14.7							15.7
4:46 PM	15.7	13.9							14.7
5:16 PM	13.9	14.3							14.1
5:46 PM	10.7	9.2							9.8
6:16 PM	9.4	10.2							9.9
6:51 PM	10.1	9.3							9.6
7:21 PM	10.1	8.3							9.1
7:51 PM	8.3	8.0							8.1
8:21 PM	8.9	6.2							7.4
8:56 PM	5.0	6.8							6.0
9:26 PM	4.4	5.8							5.2
9:56 PM	4.7	3.9							4.2
Total	**10.8**	**10.8**							**10.8**
Departing	Southbound								
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	4.2	3.5							3.8
7:10 AM	9.0	8.3							8.6
7:40 AM	6.3	6.7							6.5
8:15 AM	4.9	4.8							4.8
8:45 AM	4.7	4.8							4.8
9:15 AM	4.3	2.9							3.5
9:45 AM	4.2	3.5							3.8
10:20 AM	4.6	5.1							4.9
10:50 AM	7.3	4.6							5.8
11:20 AM	7.6	6.8							7.1
11:50 AM	6.0	6.3							6.2
12:20 PM	7.2	6.2							6.6
12:55 PM	6.7	6.1							6.4
1:25 PM	6.7	7.2							7.0
1:55 PM	8.6	9.2							8.9
2:25 PM	9.4	8.7							9.0
3:00 PM	10.9	10.3							10.5
3:30 PM	11.3	10.5							10.8
4:00 PM	19.7	20.4							20.1
4:30 PM	16.0	17.7							17.0
5:05 PM	17.2	22.8							20.4
5:35 PM	10.1	12.5							11.4
6:05 PM	9.0	9.0							9.0
6:35 PM	6.4	8.8							7.8
7:05 PM	6.3	4.7							5.4
7:35 PM	7.3	5.3							6.1
8:10 PM	6.7	6.3							6.4
8:40 PM	7.0	8.2							7.7
9:10 PM	7.3	9.1							8.4
9:40 PM	6.1	5.4							5.7
10:20 PM	5.4	5.7							5.6
11:00 PM	5.1	2.9							3.9
11:30 PM	3.2	4.5							3.9
Total	**7.8**	**7.8**							**7.8**
Overall Tota	**9.3**	**9.3**							**9.3**

Spring, Summer, Fall - 2024 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	5	754	0.7%	97.1%	99.1%	99.1%	0.1%	0.8%
May	31	1,023	16	1,007	1.6%	96.5%	98.4%	98.5%	0.8%	0.7%
June										
July										
August										
September										
October										
November										
Total	**54**	**1,782**	**21**	**1,761**	**1.2%**	**96.8%**	**98.7%**	**98.8%**	**0.5%**	**0.7%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	6	753	0.8%	96.5%	98.4%	98.7%	0.3%	1.1%
May	31	1,023	14	1,009	1.4%	93.1%	96.3%	97.6%	0.3%	2.1%
June										
July										
August										
September										
October										
November										
Total	**54**	**1,782**	**20**	**1,762**	**1.1%**	**94.6%**	**97.2%**	**98.1%**	**0.3%**	**1.6%**
				Average:	**1.2%**	**95.7%**	**98.0%**	**98.4%**	**0.4%**	**1.2%**

Late/Missed Runs & Incidents – May, 2024

5/1-5/31/2024			
Date	Late run	Missed Runs	Reason
4-May			MISSED CBS ON 9:31 AM NB
6-May		12:55 PM SB, 2:11 PM NB & 3:30 PM SB	MECHANICAL
13-May	7:40 AM SB and 8:26 NB		20 MINS LATE
13-May	1:06 PB NB		STARTED ROUTE AT CBS NB ON TIME-DRVR LATE TO SHIFT
14-May	12:55 PM SB		20 MINS LATE - ADA ON
14-May	2:11 PM NB		MISSED CBS ON 2:11 PM NB-DRVR FORGOT
14-May	3:11 PM NB		ADA ON 3:11 PM NB-15 MINS LATE
16-May	11:01 AM NB		25 MINS LATE-MECHANICAL
16-May		8:21 PM NB	MECHANICAL
16-May		9: 40 PM SB	MECHANICAL
17-May		1:41 PM NB & 3PM SB	ATTEMPED ADA W/VAN AT SAFEWAY-ALL PAX GOT OFF/RETURNED BUS TO SHOP
19-May		6:56 AM NB & 8:15 AM SB	NO DRVR AVAILABLE
24-May	7:40 AM SB & 8:26 AM NB		7:40 AM SB-BLEW TAG AXLE CBS 30 MINS LATE & 8:26 AM NB
25-May		9:31 AM NB & 10:50 AM SB	MISCOMMUNICATION
25-May		11:36 AM NB & 12:55 PM SB	MISCOMMUNICATION
25-May		3:46 PM NB & 5:05 PM SB	MISCOMMUNICATION
26-May	3:00 PM SB//ALL RUNS UNTIL @ 5PM		ALL RUNS DELAYED BTWN 3PM & 5PM
27-May	9:01 AM NB	10:20 AM SB	BUS BROKE DOWN ON 9:01 AM NB-XLD SB TOO
30-May		4:46 PM NB & 6:05 PM SB/ 8:56 PM NB & 10:20 PM SB	DRVR ILL
30-May		9:26 PM NB & 11 PM SB	STAFFING ISSUES
31-May		4:16 PM NB & 5:35 PM SB, 7:21 PM NB & 8:40 PM SB	STAFFING ISSUES
31-May		9:26 PM NB & 11PM NB	STAFFING ISSUES

GVRTA 2024 Emissions Analysis – Through May

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March	48,338	2,519	18,320	1,675	138,416	624,843	486,428	10.063	94	9,421	9,327	0.193	36,405	0.753
April	23,103	2,081	14,083	1,502	108,587	298,642	190,055	8.226	82	4,503	4,421	0.191	27,985	1.211
May	19,030	2,023	10,812	1,756	89,506	245,992	156,486	8.223	89	3,709	3,619	0.190	21,486	1.129
June														
July														
August														
September														
October														
November														
December														
Total	**187,718**	**11,464**	**76,155**	**10,372**	**610,109**	**2,426,545**	**1,816,436**	**9.676**	**541**	**36,586**	**36,045**	**0.192**	**151,335**	**0.806**

Automobile emissions vs. GVRTA bus emissions:

4.12 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 4.13 average GVRTA bus trips.

The RTA averaged 16.4 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately	53.220	Kg of CO2 emissions and	0.0472	Kg of NOx emissions.
Each one-way trip by automobile creates aproximately	12.927	Kg of CO2 emissions and	0.1950	Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March	10,412	0	10,510	9,822	1,172	9,963	10,965	10,496	11,027	9,442	1,744	85,553	84,601
April	7,039	406	6,655	1,543	6,346	8,736	7,520	9,142	10,336	8,919	3,712	70,354	67,593
May	8,258	2,311	1,351	0	8,091	6,657	4,013	8,123	8,555	9,301	10,524	67,184	66,871
June													
July													
August													
September													
October													
November													
December													
Total	**38,334**	**20,607**	**31,591**	**21,304**	**33,651**	**40,992**	**41,990**	**41,382**	**49,676**	**48,020**	**20,677**	**388,224**	**381,646**

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March	$ 1,039	$ -	$ 1,743	$ 1,086	$ 3,722	$ 682	$ 1,314	$ 1,890	$ 1,806	$ 3,199	$ 13,285	$ 29,766
April	$ 6,791	$ 1,700	$ 4,695	$ 1,654	$ 3,782	$ 5,048	$ 7,825	$ 7,265	$ -	$ 227	$ 20,020	$ 59,007
May	$ 3,161	$ 8,622	$ 3,046	$ 552	$ 3,572	$ 1,944	$ 3,301	$ -	$ 454	$ -	$ 21,617	$ 46,269
June												
July												
August												
September												
October												
November												
December												
Total	**$ 19,134**	**$ 13,486**	**$ 18,876**	**$ 7,718**	**$ 12,950**	**$ 13,857**	**$ 13,720**	**$ 15,978**	**$ 4,014**	**$ 5,263**	**$ 101,346**	**$ 226,342**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024									
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March	1,085	247	1,332	3,631	3,719	7,350	$ 24,582	$ 7,802	$ 32,384
April	1,088	258	1,346	3,689	3,902	7,591	$ 27,536	$ 8,173	$ 35,709
May	929	220	1,149	3,380	5,411	8,791	$ 24,510	$ 9,206	$ 33,716
June									
July									
August									
September									
October									
November									
December									
Total	**5,292**	**1,157**	**6,449**	**17,056**	**18,393**	**35,449**	**$ 125,188**	**$ 36,881**	**$ 162,069**

GVHEAT

GUNNISON VALLEY HOME ENERGY ADVANCEMENT TEAM

FREE

ENERGY-SAVING ASSESSMENTS & UPGRADES

FOR INCOME-QUALIFIED HOUSEHOLDS

gvrha.org/gvheat • (970) 234-5613



GVRTA Strategic Operating and Capital Plan

GVRTA Board of Directors Update

June 28, 2024

Agenda

- Demographic Review Key Takeaways
- Public Outreach and Stakeholder Key Takeaways
- Review Draft Project List
- Summer Outreach Plans
- Next Steps

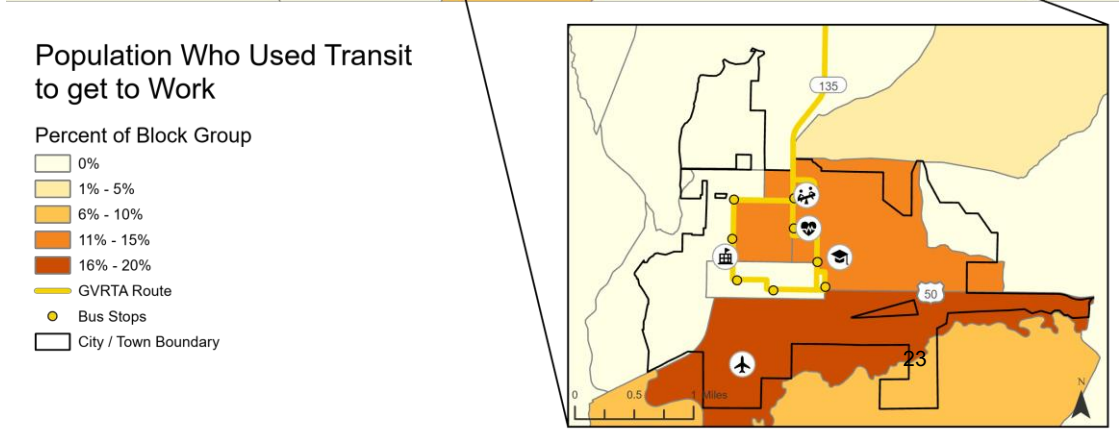
Demographic Review (April 2024) Contents

- Key Demographic Factors
- Economic and Commuting Characteristics
- Existing GVRTA Service and Transit Access Analysis
- Funding Mechanisms
- Cross-Jurisdictional Plan Review

Demographic Review (April 2024) Key Takeaways

- Changes since 2016 demographic review:
  - Denser population in CB South
  - Less 65+ population within Gunnison, more in unincorporated areas
  - Youth population grew in southern Gunnison and declined in northern Gunnison
- Highest commuter transit use is in Gunnison (up to 20% of some block groups' population)





Public Outreach and Stakeholder Key Takeaways

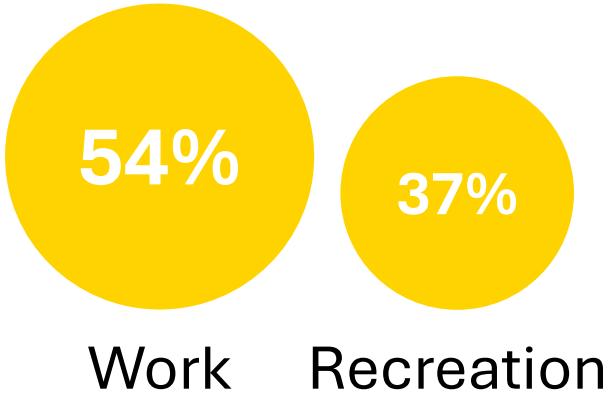
456 Survey Responses

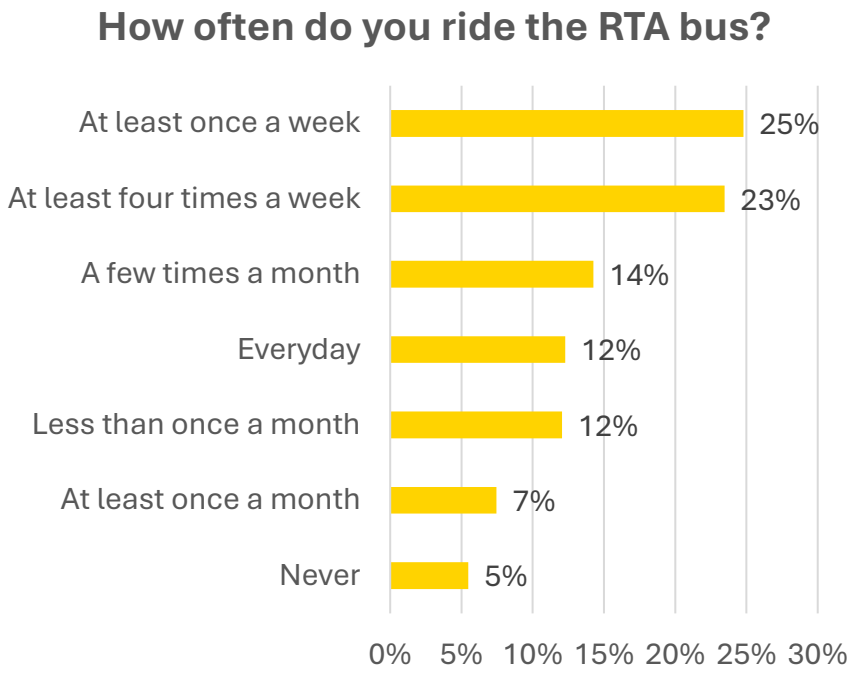
46% Surveys taken on-board

1 Winner of a $50 gift card

20% Of additional comments included a positive note or compliment.

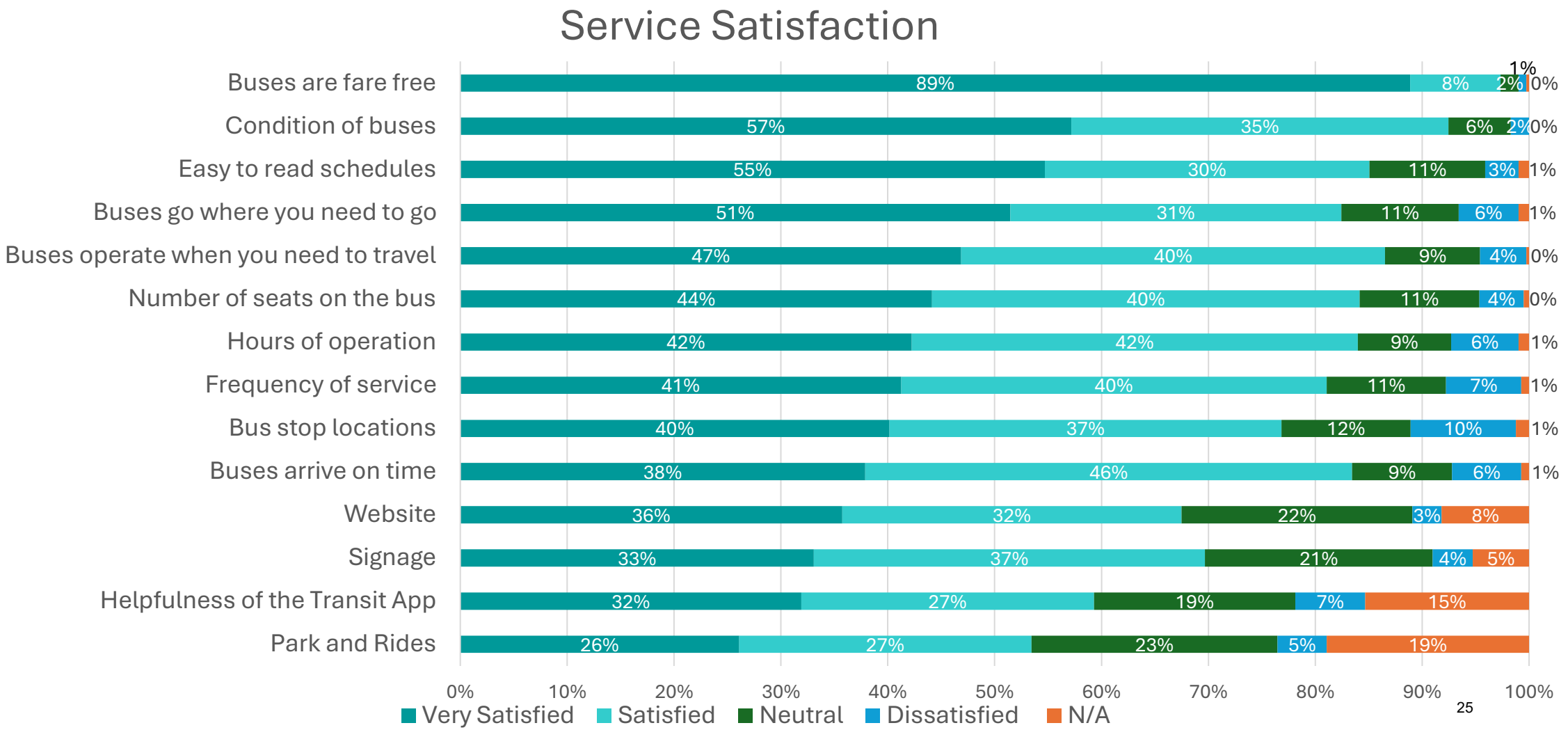
Trip Purpose



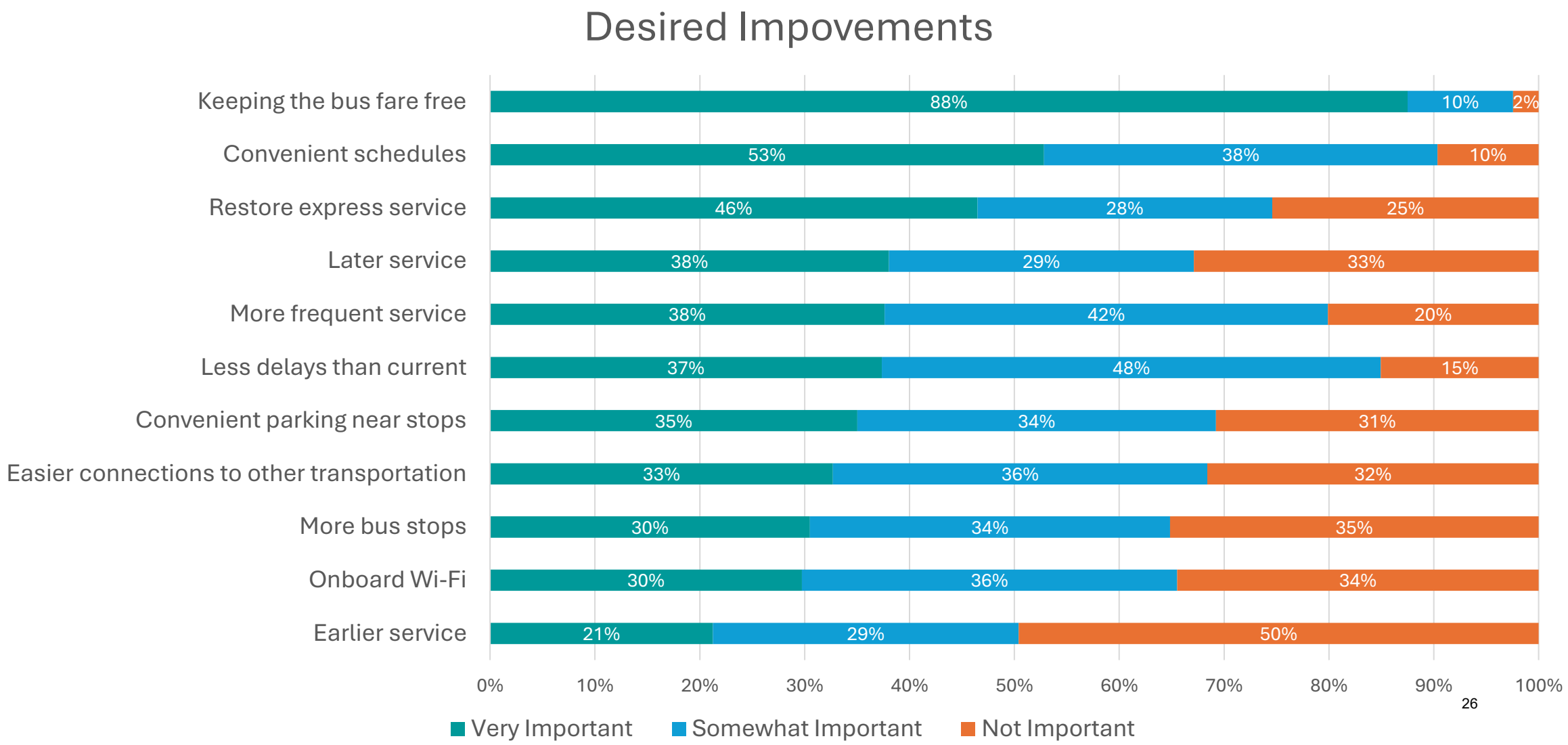


Sometimes or always depend on the RTA for transportation needs

Public Outreach and Stakeholder Key Takeaways



Public Outreach and Stakeholder Key Takeaways



Public Outreach and Stakeholder Key Takeaways

Stakeholder Interviews/Focus Groups

- GVRTA Board: Anna, Laura, Jason
- Mountain Express
- Municipal staff from all 4 jurisdictions
- Seniors (20 attendees)
- Western students/staff
- Gunnison Valley Health staff
- Bus drivers
- Local business owners (6/24)
- Spanish speakers (6/26)

Desires for the Plan

- Expand service to new developments
- First/last mile connections
- Improve safety of accessing bus stops
- Jurisdictional/organizational collaboration
- Expand RTA services offered
- Improve bus stop amenities
- Provide more education about RTA services/transit in Gunnison Valley

Draft Project List:
Service Expansion and Improvement Projects

Project Number	Project	Description	Relative Cost	Source
1	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Adjust schedules so that **winter and summer seasons operate on the same schedule**, with **two more evening runs**, and **more 15-minute frequencies during peak hours**. Create **spring and fall season schedules** that operate on a more restricted schedule with less service hours and a **consistent 30-minute frequency**.	$-$$$	Public survey
2	Establish a Gunnison Commuter Microtransit Zone	**On-demand transit service** where riders can request to be picked up within a service zone. **Rides must start or end at a GVRTA bus stop**.	$$-$$$	Public survey
3	Establish a Crested Butte South Commuter Microtransit Zone	**On-demand transit service** where riders can request to be picked up within a service zone. **Rides must start or end at the CB South bus stop**.	$$-$$$	Stakeholder input, public survey
4	Enhance Current Transit app	Enhance the current Transit app to better **address issues with real-time tracking, more timely notices of cancellations or delays, etc.**	$	Public survey
5	Upgrade Website	Enhance the current website to **make the schedule easier to read and navigate**, along with other website improvements to improve access to information.	$	Public survey
6	Develop an Educational Brochure	Create an educational brochure to distribute to community leaders, partners, and organizations. Brochure to **include marketing of RTA services, FAQs about transportation in the Gunnison Valley, and contact information**.	$	Stakeholder input
7	Identify Requirements for Future Contracted Operators	GVRTA currently contracts its commuter bus service to Alpine Express, who is responsible for operating buses, hiring drivers, maintaining and cleaning the buses, and enforcing on-board policies. When the current contract expires, **GVRTA should include requirements that best serve GVRTA and its riders.**	$	Stakeholder input
8	Establish a Long-Term Vision	A long-term plan looks toward the future and recommends projects that may not be feasible within the near-term, but could be **feasible in the future with the projected growth** of both the Gunnison Valley and GVRTA. This potentially **includes reevaluating the vision, mission, and structure of the RTA to best serve the Gunnison Valley.**	$$	Stakeholder input

Draft Project List: Capital Projects

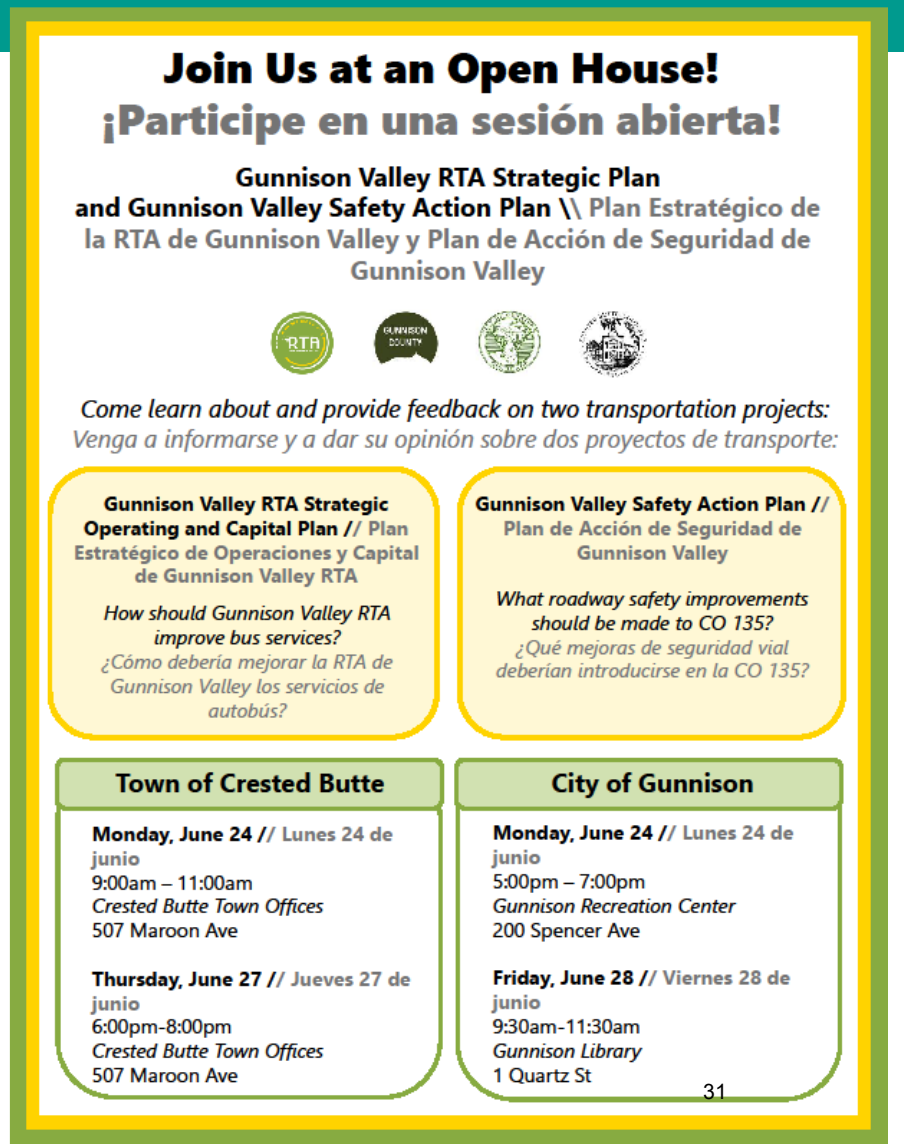
Project Number	Project	Description	Relative Cost	Source
9	Finish Upgrading Bus Stops	GVRTA has **recently upgraded 19/25 bus stops with new shelters, lighting, and ADA access.** The remaining stops to upgrade include Gunnison Rec Center, Gunnison Community Schools, 11th & Virginia, Western, Denver & 135, and Southbound Crested Butte 4 Way.	$$	Public survey
10	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	An enhanced bus stop includes **more passenger amenities and provides space for multiple transit operators to use the bus stop than a typical bus stop (think northbound Crested Butte 4-Way stop).** This site would also house GVRTA administrative offices. Amenities to consider include: restrooms, passenger waiting area, space for three buses to stop near the building at the same time (GVRTA, Bustang, future Gunnison Transit Center), lost and found, staff parking spaces, heating/AC, Wifi/phone charging outlets, food vendor, information desk, real-time information arrival information, security.	$$$	Staff
11	Provide More Park-n-Ride Locations	Parking lots near transit stops. **Potential near-term locations include Brush Creek, CB South at Red Mountain Park**. Also, **plan for parking opportunities near future developments.**	$-$$$	Staff, public survey, consultant team
12	Install Bus Stop Near Propoerty Owners Association (POA) at CB South.	Install **additional flag stop at Teocalli Rd and Elcho Ave** (2 blocks from the CB South business district) to serve future development.	$	Staff
13	Replace Bus Fleet per Fleet Replacement Plan	Adjustments to existing fleet replacement plan to **reflect the increase in service**, and replace the buses accordingly.	$$$	Staff

Draft Project List: Other Coordinated Projects

Project Number	Project	Description	Relative Cost (for GVRTA)	Source
14	Advise the Establishment of a Gunnison circulator	**Project Description:** A circulator service for **local and first/last mile trips within Gunnison**, potentially funded and operated by a partnership between the City of Gunnison, WCU, and/or a new funding source. The route **could include connection to the airport and other key locations within Gunnison**. **GVRTA Role:** Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Gunnison Circulator.	$	Public survey
15	Advise the Establishment of a Crested Butte South Circulator	**Project Description:** A circulator service for **local and first/last mile trips within Crested Butte South**, potentially funded and operated by the Towns of Crested Butte and Mt. Crested Butte through Mountain Express along with the CB South POA and/or another funding source. **The route should include connection to Crested Butte**. **GVRTA Role:** Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Crested Butte South Circulator.	$	Stakeholder input, public survey
16	Advise the Establishment of Micromobility Services (shared scooters/bikes)	**Project Description:** Scooter and bike share programs in Gunnison and in Crested Butte to **improve first/last mile connections**. **GVRTA Role:** Provide designated spaces for scooter/bike parking at bus stops.	$	Consultant team
17	Advise the Establishment of Brush Creek First/Last Mile Opportunities	**Project Description: Explore first/last mile opportunities for communities adjacent to Brush Creek Rd** as development occurs. This may include fixed-route, microtransit, or micromobility opportunities. **GVRTA Role:** Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Brush Creek first/last mile opportunities.	$	Staff, stakeholder input

Summer Outreach Plans

- Open Houses
- On-board surveying
- Focus groups (Business and Spanish)
- Online and paper survey
- Municipal partners reviewing draft projects



Next Steps

- Summer outreach through July 28th
- Screen the projects through evaluation criteria and determine projects to include in final plan
- Provide more specifics for each project with a focus on implementation
- Final plan in November/December 2024
- Next Board of Directors Update: November 15 or December 6 2024

MEMO

June 28, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Resolution #2, Series 2024 (Purchase of 301 W. Tomichi lot) & discussion regarding the construction of an Enhanced Bus Stop and GVRTA Offices on the lot.

Board Members,

We are currently under contract for the purchase of the vacant lot at 301 US Highway 50 in Gunnison. This is the lot between Safeway and the Highway. If we purchase the lot, we would plan to use it for an Enhanced Bus Stop and GVRTA Office and Dispatch space. This project would be similar to the Northbound bus stop at the Four-Way Stop in Crested Butte with some additional office space for RTA operations and dispatch.

The seller agreed to a purchase price of $800,000 and if you choose to make the purchase, we will need to pay the closing costs. Our realtor, Josh Townshend, has offered a discounted rate of $10,000 for his commission. We have put down earnest money of $10,000 which is refundable if Resolution #2 is not adopted at your meeting on June 28th.

During our current planning process, we have come up with the following criteria for locating an Enhanced Bus Stop:

- Near Hwy 135 and/or Hwy 50
- Walking or biking distance from Western Colorado University (Students use the Denver bus)
- Near Grocery Shopping
- Near Gunnison Downtown core area
- Adjacent to other commercial activity
- Minimal impact to a residential areas
- Aesthetically consistent with community character (appropriate land use allowed)

We have been working with City of Gunnison staff while considering this site for purchase. If we move forward, Leia and I plan to meet with the City Council in July to discuss the project. We would also like to schedule at least one joint work-session between the GVRTA Board and the City Council.

The City's Comprehensive Plan includes the following related to this project:

- Criteria for Location – In order for a Transit Hub to be an asset to the Gunnison Community the following should be considered:
    - The Transit Hub should include an RTA dispatch and information center, a waiting area, and restrooms.
    - Work with RTA and Colorado Department of Transportation (CDOT) to create a well-designed multimodal transportation facility that has ample parking and connectivity to Bustang, RTA, future circulator routes, trails, the airport, Western, affordable housing, and commercial areas.
    - Community amenities should include an outdoor waiting area and landscaping that creates an attractive environment from the street.
    - The Transit Hub should make space for staging senior buses and for future fixed routes serving the City.

- The City should work with RTA to develop a full justification for the initial proposed site location, and alternative site locations should be investigated before the site location is finalized.
- Eligibility for multimodal funding should be considered when choosing a site.

I have had discussions with CDOT representatives regarding the $1,000,000 State of Colorado grant funding which has been earmarked (but not yet allocated) for this project. According to CDOT, these funds are available as of FY2025 which starts in July and we will be able to use the purchase price of the land as our local match for the project. That means that if we can build the facility for $1M or less, then the land costs will be the only local funds necessary for the construction of the project. If all goes well, we should be able to start construction in the next 12-24 months.

The purchase price of the lot is $800,000 and the property is 12, 500 square feet. This means that our cost would be $64.00 per square foot. For reference, the lot we purchased last December on 9th Street is 7,000 square feet and we paid $320,000 for it ($45.71 per square foot.) Since the Tomichi property is one of only two remaining vacant lots available on Hwy 50 between Teller and 11th Avenues, it is not surprising that the price is higher per square foot than the lot in the industrial zone. The closing date is set at July 15th and there are some dirt piles on the lot that the seller be would able to move off of the property as long as they are removed by September 30th.

If we move forward with the purchase of this property, we would hope to build an Enhanced Bus Stop with GVRTA Office space on it as soon as possible.

Amenities that staff believes are "Must Have":

- Restrooms
- Passenger waiting area
- Room for buses to stop near the building including a space for each of the following:
  - GVRTA
  - Bustang Outrider to Denver (and in the future to Montrose)
  - Future Gunnison Fixed Route Circulator Bus
- Dispatch office
- One or two other office spaces for GVRTA administration
- Staff parking spaces

Amenities that would be great to have:

- Lost and Found
- Space for a food vendor
- Wi-Fi & phone charging outlets
- Information desk
- Real-Time Arrival Information
- Security cameras

The public outreach process is continuing and we expect to add to this list of amenities. I look forward to our discussions at the Board meeting.

Thank you,
Scott Truex
Executive Director

RESOLUTION NO. 2
SERIES 2024

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.

WHEREAS, the Gunnison Valley Transportation Authority ("RTA") is under contract to purchase from LandWest LLC, a Colorado limited liability company, a parcel of real property described as:

Lots 21, 22, 23 and 24, Block 147, TOWN OF WEST GUNNISON, according to the AMENDED PLAT, City of Gunnison, County of Gunnison, State of Colorado, also known as 301 W. Tomichi Avenue, Gunnison, CO 81230 ("Property"); and

WHEREAS, the RTA has contracted to pay the purchase price and closing costs as set forth in the contract; and

WHEREAS, the Commitment for Title Insurance issued to the RTA requires the RTA to adopt a Resolution authorizing the purchase of the Property and specifying the name of the officer of the RTA authorized to sign documents and execute instruments affecting title to the Property;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY:

1. The RTA is authorized to purchase the Property from LandWest LLC, a Colorado limited liability company, for the price of Eight Hundred Thousand Dollars ($800,000.00) upon the terms set forth in the Contract to Buy and Sell Real Estate (Land) dated May 25, 2024 ("Contract").

2. The Board hereby authorizes Scott Truex, Executive Director, to sign all documents to complete the purchase of the Property, and to execute instruments affecting title to the Property.

3. The RTA hereby authorizes the expenditure of funds necessary to purchase the Property and pay closing costs, as required by the Contract.

INTRODUCED, READ, PASSED AND ADOPTED by the RTA the 28th day of June, 2024.

_____
Janet R. Farmer, Chair

_____
Diego Plata, Secretary

The Clarke Agency Inc
Joshua Townsend
Ph: 970-641-0511
Fax: 970-641-9252

The printed portions of this form, except differentiated additions, have been approved by the Colorado Real Estate Commission. (CBS4-6-23) (Mandatory 1-24)

THIS FORM HAS IMPORTANT LEGAL CONSEQUENCES AND THE PARTIES SHOULD CONSULT LEGAL AND TAX OR OTHER COUNSEL BEFORE SIGNING.

CONTRACT TO BUY AND SELL REAL ESTATE
(LAND)
(☒ Property with No Residences)
(☐ Property with Residences-Residential Addendum Attached)

Date: ***5/25/2024***

AGREEMENT

1. AGREEMENT. Buyer agrees to buy and Seller agrees to sell the Property described below on the terms and conditions set forth in this contract (Contract).

2. PARTIES AND PROPERTY.

2.1. Buyer. ***Gunnison Valley Transportation Authority*** (Buyer) will take title to the Property described below as ☐ **Joint Tenants** ☐ **Tenants In Common** ☐ **Other** ***n/a***.

2.2. No Assignability. This Contract **IS NOT** assignable by Buyer unless otherwise specified in **Additional Provisions**.

2.3. Seller. ***LandWest LLC, a Colorado limited liability company*** (Seller) is the current owner of the Property described below.

2.4. Property. The Property is the following legally described real estate in the County of ***Gunnison***, Colorado (insert legal description):

LOTS 21-24, BLOCK 147, WEST GUNNISON

known as: ***301 US Highway 50 , Gunnison, CO 81230***

together with the interests, easements, rights, benefits, improvements and attached fixtures appurtenant thereto and all interest of Seller in vacated streets and alleys adjacent thereto, except as herein excluded (Property).

2.5. Inclusions. The Purchase Price includes the following items (Inclusions):

2.5.1. Inclusions. The following items, whether fixtures or personal property, are included in the Purchase Price unless excluded under **Exclusions**:

n/a

If any additional items are attached to the Property after the date of this Contract, such additional items are also included in the Purchase Price.

2.5.2. Encumbered Inclusions. Any Inclusions owned by Seller (i.e., owned solar panels) must be conveyed at Closing by Seller free and clear of all taxes (except personal property and general real estate taxes for the year of Closing), liens and encumbrances, except:

n/a

2.5.3. Personal Property Conveyance. Conveyance of all personal property will be by bill of sale or other applicable legal instrument.

2.5.4. Leased Items. The following personal property is currently leased to Seller which will be

CTMeContracts.com - ©2024 MRI Software LLC

transferred to Buyer at Closing (Leased Items):
n/a

2.6. Exclusions. The following items are excluded (Exclusions):
Dirt piles on the Property, Seller has the option to remove the dirt piles at seller`s expense prior to closing or the dirt piles become the property of the Buyer upon closing.

2.7. Water Rights, Well Rights, Water and Sewer Taps.

☐ **2.7.1. Deeded Water Rights.** The following legally described water rights:
n/a

Any deeded water rights will be conveyed by a good and sufficient ***n/a*** deed at Closing.

☐ **2.7.2. Other Rights Relating to Water.** The following rights relating to water not included in §§ 2.7.1., 2.7.3., 2.7.4. and 2.7.5., will be transferred to Buyer at Closing:
n/a

☐ **2.7.3. Well Rights.** Seller agrees to supply required information to Buyer about the well. Buyer understands that if the well to be transferred is a "Small Capacity Well" or a "Domestic Exempt Water Well" used for ordinary household purposes, Buyer must, prior to or at Closing, complete a Change in Ownership form for the well. If an existing well has not been registered with the Colorado Division of Water Resources in the Department of Natural Resources (Division), Buyer must complete a registration of existing well form for the well and pay the cost of registration. If no person will be providing a closing service in connection with the transaction, Buyer must file the form with the Division within sixty days after Closing. The Well Permit # is ***n/a***.

☐ **2.7.4. Water Stock Certificates.** The water stock certificates to be transferred at Closing are as follows:
n/a

2.7.5. Water and Sewer Taps. The parties agree that water and sewer taps listed below for the Property are being conveyed as part of the Purchase Price as follows:
n/a
If any water or sewer taps are included in the sale, Buyer is advised to obtain, from the provider, written confirmation of the amount remaining to be paid, if any, time and other restrictions for transfer and use of the taps.

2.7.6. Conveyance. If Buyer is to receive any rights to water pursuant to § 2.7.2. (Other Rights Relating to Water), § 2.7.3. (Well Rights), § 2.7.4. (Water Stock Certificates), or § 2.7.5. (Water and Sewer Taps), Seller agrees to convey such rights to Buyer by executing the applicable legal instrument at Closing.

2.7.7. Water Rights Review. Buyer ☐ **Does** ☒ **Does Not** have a Right to Terminate if examination of the Water Rights is unsatisfactory to Buyer on or before the **Water Rights Examination Deadline**.

2.8. Growing Crops. With respect to growing crops, Seller and Buyer agree as follows:
n/a

3. DATES, DEADLINES AND APPLICABILITY.

3.1. Dates and Deadlines.

Item No.	Reference	Event	Date or Deadline
1	§ 3	Time of Day Deadline	***n/a***
2	§ 4	Alternative Earnest Money Deadline	***6/10/2024*** Monday
		Title	
3	§ 8	Record Title Deadline (and Tax Certificate)	***6/11/2024*** Tuesday
4	§ 8	Record Title Objection Deadline	***6/28/2024*** Friday
5	§ 8	Off-Record Title Deadline	***6/11/2024*** Tuesday
6	§ 8	Off-Record Title Objection Deadline	***6/28/2024*** Friday

CTMeContracts.com - ©2024 MRI Software LLC

7	§ 8	Title Resolution Deadline	***7/8/2024***	Monday
8	§ 8	Third Party Right to Purchase/Approve Deadline	***n/a***	
		Owners' Association		
9	§ 7	Association Documents Deadline	***n/a***	
10	§ 7	Association Documents Termination Deadline	***n/a***	
		Seller's Disclosures		
11	§ 10	Seller's Property Disclosure Deadline	***6/11/2024***	Tuesday
12	§ 10	Lead-Based Paint Disclosure Deadline (if Residential Addendum attached)	***n/a***	
		Loan and Credit		
13	§ 5	New Loan Application Deadline	***n/a***	
14	§ 5	New Loan Terms Deadline	***n/a***	
15	§ 5	New Loan Availability Deadline	***n/a***	
16	§ 5	Buyer's Credit Information Deadline	***n/a***	
17	§ 5	Disapproval of Buyer's Credit Information Deadline	***n/a***	
18	§ 5	Existing Loan Deadline	***n/a***	
19	§ 5	Existing Loan Termination Deadline	***n/a***	
20	§ 5	Loan Transfer Approval Deadline	***n/a***	
21	§ 4	Seller or Private Financing Deadline	***n/a***	
		Appraisal		
22	§ 6	Appraisal Deadline	***n/a***	
23	§ 6	Appraisal Objection Deadline	***n/a***	
24	§ 6	Appraisal Resolution Deadline	***n/a***	
		Survey		
25	§ 9	New ILC or New Survey Deadline	***6/24/2024***	Monday
26	§ 9	New ILC or New Survey Objection Deadline	***6/28/2024***	Friday
27	§ 9	New ILC or New Survey Resolution Deadline	***7/8/2024***	Monday
		Inspection and Due diligence		
28	§ 2	Water Rights Examination Deadline	***n/a***	
29	§ 8	Mineral Rights Examination Deadline	***n/a***	
30	§ 10	Inspection Termination Deadline	***6/28/2024***	Friday
31	§ 10	Inspection Objection Deadline	***n/a***	
32	§ 10	Inspection Resolution Deadline	***n/a***	
33	§ 10	Property Insurance Termination Deadline	***n/a***	
34	§ 10	Due Diligence Documents Delivery Deadline	***6/11/2024***	Tuesday
35	§ 10	Due Diligence Documents Objection Deadline	***6/28/2024***	Friday
36	§ 10	Due Diligence Documents Resolution Deadline	***7/8/2024***	Monday
37	§ 10	Environmental Inspection Termination Deadline	***6/28/2024***	Friday
38	§ 10	ADA Evaluation Termination Deadline	***n/a***	
39	§ 10	Conditional Sale Deadline	***n/a***	

CTMeContracts.com - ©2024 MRI Software LLC

40	§ 10	Lead-Based Paint Termination Deadline (if Residential Addendum attached)	***n/a***
41	§ 11	Estoppel Statements Deadline	***n/a***
42	§ 11	Estoppel Statements Termination Deadline	***n/a***
		Closing and Possession	
43	§ 12	Closing Date	***7/15/2024*** Monday
44	§ 17	Possession Date	***7/15/2024*** Monday
45	§ 17	Possession Time	***n/a***
46	§ 27	**Acceptance Deadline Date**	***5/30/2024*** Thursday
47	§ 27	**Acceptance Deadline Time**	***5:00 pm MST***
48	***n/a***	***n/a***	***n/a***
49	***n/a***	***n/a***	***n/a***

3.2. Applicability of Terms. If any deadline blank in § 3.1. (Dates and Deadlines) is left blank or completed with "N/A", or the word "Deleted," such deadline is not applicable and the corresponding provision containing the deadline is deleted. Any box checked in this Contract means the corresponding provision applies. If no box is checked in a provision that contains a selection of "None", such provision means that "None" applies.

The abbreviation "MEC" (mutual execution of this Contract) means the date upon which both parties have signed this Contract. The abbreviation "N/A" as used in this Contract means not applicable.

3.3. Day; Computation of Period of Days; Deadlines.

3.3.1. Day. As used in this Contract, the term "day" means the entire day ending at 11:59 p.m., United States Mountain Time (Standard or Daylight Savings, as applicable). Except however, if a **Time of Day Deadline** is specified in § 3.1. (Dates and Deadlines), all Objection Deadlines, Resolution Deadlines, Examination Deadlines and Termination Deadlines will end on the specified deadline date at the time of day specified in the **Time of Day Deadline**, United States Mountain Time. If **Time of Day Deadline** is left blank or "N/A" the deadlines will expire at 11:59 p.m., United States Mountain Time.

3.3.2. Computation of Period of Days. In computing a period of days (e.g., three days after MEC), when the ending date is not specified, the first day is excluded and the last day is included.

3.3.3. Deadlines. If any deadline falls on a Saturday, Sunday or federal or Colorado state holiday (Holiday), such deadline ☒ **Will** ☐ **Will Not** be extended to the next day that is not a Saturday, Sunday or Holiday. Should neither box be checked, the deadline will not be extended.

4. PURCHASE PRICE AND TERMS.

4.1. Price and Terms. The Purchase Price set forth below is payable in U.S. Dollars by Buyer as follows:

Item No.	Reference	Item	Amount	Amount
1	§ 4.1.	Purchase Price	$ ***800,000.00***	
2	§ 4.3.	Earnest Money		$ ***10,000.00***
3	§ 4.5.	New Loan		$
4	§ 4.6.	Assumption Balance		$
5	§ 4.7.	Private Financing		$
6	§ 4.7.	Seller Financing		$
7	***n/a***	***n/a***		$
8	***n/a***	***n/a***		$

CTMeContracts.com - ©2024 MRI Software LLC

9	§ 4.4.	Cash at Closing		$ ***790,000.00***
10		**Total**	$ ***800,000.00***	$ ***800,000.00***

4.2. Seller Concession. At Closing, Seller will credit to Buyer $***n/a*** (Seller Concession). The Seller Concession may be used for any Buyer fee, cost, charge or expenditure to the extent the amount is allowed by the Buyer's lender and is included in the Closing Statement or Closing Disclosure at Closing. Examples of allowable items to be paid for by the Seller Concession include, but are not limited to: Buyer's closing costs, loan discount points, loan origination fees, prepaid items and any other fee, cost, charge, expense or expenditure. Seller Concession is in addition to any sum Seller has agreed to pay or credit Buyer elsewhere in this Contract.

4.3. Earnest Money. The Earnest Money set forth in this Section, in the form of a ***check and not by wire***, will be payable to and held by ***Land Title Guarantee Company*** (Earnest Money Holder), in its trust account, on behalf of both Seller and Buyer. The Earnest Money deposit must be tendered, by Buyer, with this Contract unless the parties mutually agree to an **Alternative Earnest Money Deadline** for its payment. The parties authorize delivery of the Earnest Money deposit to the company conducting the Closing (Closing Company), if any, at or before Closing. In the event Earnest Money Holder has agreed to have interest on Earnest Money deposits transferred to a fund established for the purpose of providing affordable housing to Colorado residents, Seller and Buyer acknowledge and agree that any interest accruing on the Earnest Money deposited with the Earnest Money Holder in this transaction will be transferred to such fund.

4.3.1. Alternative Earnest Money Deadline. The deadline for delivering the Earnest Money, if other than at the time of tender of this Contract, is as set forth as the **Alternative Earnest Money Deadline**.

4.3.2. Disposition of Earnest Money. If Buyer has a Right to Terminate and timely terminates, Buyer is entitled to the return of Earnest Money as provided in this Contract. If this Contract is terminated as set forth in § 24 and, except as provided in § 23 (Earnest Money Dispute), if the Earnest Money has not already been returned following receipt of a Notice to Terminate, Seller agrees to execute and return to Buyer or Broker working with Buyer, written mutual instructions (e.g., Earnest Money Release form), within three days of Seller's receipt of such form. If Seller is entitled to the Earnest Money, and, except as provided in § 23 (Earnest Money Dispute), if the Earnest Money has not already been paid to Seller, following receipt of an Earnest Money Release form, Buyer agrees to execute and return to Seller or Broker working with Seller, written mutual instructions (e.g., Earnest Money Release form), within three days of Buyer's receipt.

4.3.2.1. Seller Failure to Timely Return Earnest Money. If Seller fails to timely execute and return the Earnest Money Release Form, or other written mutual instructions, Seller is in default and liable to Buyer as set forth in **"If Seller is in Default", § 20.2. and § 21,** unless Seller is entitled to the Earnest Money due to a Buyer default.

4.3.2.2. Buyer Failure to Timely Release Earnest Money. If Buyer fails to timely execute and return the Earnest Money Release Form, or other written mutual instructions, Buyer is in default and liable to Seller as set forth in "**If Buyer is in Default, § 20.1. and § 21**, unless Buyer is entitled to the Earnest Money due to a Seller Default.

4.4. Form of Funds; Time of Payment; Available Funds.

4.4.1. Good Funds. All amounts payable by the parties at Closing, including any loan proceeds, Cash at Closing and closing costs, must be in funds that comply with all applicable Colorado laws, including electronic transfer funds, certified check, savings and loan teller's check and cashier's check (Good Funds).

4.4.2. Time of Payment. All funds, including the Purchase Price to be paid by Buyer, must be paid before or at Closing or as otherwise agreed in writing between the parties to allow disbursement by Closing Company at Closing **OR SUCH NONPAYING PARTY WILL BE IN DEFAULT**.

4.4.3. Available Funds. Buyer represents that Buyer, as of the date of this Contract, ☒ **Does** ☐ **Does Not** have funds that are immediately verifiable and available in an amount not less than the amount stated as Cash at Closing in § 4.1.

4.5. New Loan. (Omitted as inapplicable)

4.6. Assumption. (Omitted as inapplicable)

4.7. Seller or Private Financing. (Omitted as inapplicable)

CTMeContracts.com - ©2024 MRI Software LLC

TRANSACTION PROVISIONS

5. FINANCING CONDITIONS AND OBLIGATIONS. (Omitted as inapplicable)

5.3. Credit Information. (Omitted as inapplicable)

5.4. Existing Loan Review. (Omitted as inapplicable)

6. APPRAISAL PROVISIONS.

6.1. Appraisal Definition. An "Appraisal" is an opinion of value prepared by a licensed or certified appraiser, engaged on behalf of Buyer or Buyer's lender, to determine the Property's market value (Appraised Value). The Appraisal may also set forth certain lender requirements, replacements, removals or repairs necessary on or to the Property as a condition for the Property to be valued at the Appraised Value.

6.2. Appraised Value. The applicable appraisal provision set forth below applies to the respective loan type set forth in § 4.5.3., or if a cash transaction (i.e., no financing), § 6.2.1. applies.

6.2.1. Conventional/Other. Buyer has the right to obtain an Appraisal. If the Appraised Value is less than the Purchase Price, or if the Appraisal is not received by Buyer on or before **Appraisal Deadline** Buyer may, on or before **Appraisal Objection Deadline**:

6.2.1.1. Notice to Terminate. Notify Seller in writing, pursuant to § 24.1., that this Contract is terminated; or

6.2.1.2. Appraisal Objection. Deliver to Seller a written objection accompanied by either a copy of the Appraisal or written notice from lender that confirms the Appraised Value is less than the Purchase Price (Lender Verification).

6.2.1.3. Appraisal Resolution. If an Appraisal Objection is received by Seller, on or before **Appraisal Objection Deadline** and if Buyer and Seller have not agreed in writing to a settlement thereof on or before **Appraisal Resolution Deadline**, this Contract will terminate on the **Appraisal Resolution Deadline**, unless Seller receives Buyer's written withdrawal of the Appraisal Objection before such termination, (i.e., on or before expiration of **Appraisal Resolution Deadline**).

6.3. Lender Property Requirements. If the lender imposes any written requirements, replacements, removals or repairs, including any specified in the Appraisal (Lender Property Requirements) to be made to the Property (e.g., roof repair, repainting), beyond those matters already agreed to by Seller in this Contract, this Contract terminates on the earlier of three days following Seller's receipt of the Lender Property Requirements, or Closing, unless prior to termination: (1) the parties enter into a written agreement to satisfy the Lender Property Requirements; (2) the Lender Property Requirements have been completed; or (3) the satisfaction of the Lender Property Requirements is waived in writing by Buyer.

6.4. Cost of Appraisal. Cost of the Appraisal to be obtained after the date of this Contract must be timely paid by ☐ **Buyer** ☐ **Seller**. The cost of the Appraisal may include any and all fees paid to the appraiser, appraisal management company, lender's agent or all three.

7. OWNERS' ASSOCIATIONS. This Section is applicable if the Property is located within one or more Common Interest Communities and subject to one or more declarations (Association).

7.1. Common Interest Community Disclosure. THE PROPERTY IS LOCATED WITHIN A COMMON INTEREST COMMUNITY AND IS SUBJECT TO THE DECLARATION FOR THE COMMUNITY. THE OWNER OF THE PROPERTY WILL BE REQUIRED TO BE A MEMBER OF THE OWNERS' ASSOCIATION FOR THE COMMUNITY AND WILL BE SUBJECT TO THE BYLAWS AND RULES AND REGULATIONS OF THE ASSOCIATION. THE DECLARATION, BYLAWS AND RULES AND REGULATIONS WILL IMPOSE FINANCIAL OBLIGATIONS UPON THE OWNER OF THE PROPERTY, INCLUDING AN OBLIGATION TO PAY ASSESSMENTS OF THE ASSOCIATION. IF THE OWNER DOES NOT PAY THESE ASSESSMENTS, THE ASSOCIATION COULD PLACE A LIEN ON THE PROPERTY AND POSSIBLY SELL IT TO PAY THE DEBT. THE DECLARATION, BYLAWS AND RULES AND REGULATIONS OF THE COMMUNITY MAY PROHIBIT THE OWNER FROM MAKING CHANGES TO THE PROPERTY WITHOUT AN ARCHITECTURAL REVIEW BY THE ASSOCIATION (OR A COMMITTEE OF THE ASSOCIATION) AND THE APPROVAL OF THE ASSOCIATION. PURCHASERS OF PROPERTY

CTMeContracts.com - ©2024 MRI Software LLC

WITHIN THE COMMON INTEREST COMMUNITY SHOULD INVESTIGATE THE FINANCIAL OBLIGATIONS OF MEMBERS OF THE ASSOCIATION. PURCHASERS SHOULD CAREFULLY READ THE DECLARATION FOR THE COMMUNITY AND THE BYLAWS AND RULES AND REGULATIONS OF THE ASSOCIATION.

7.2. Association Documents to Buyer. Seller is obligated to provide to Buyer the Association Documents (defined below), at Seller's expense, on or before **Association Documents Deadline**. Seller authorizes the Association to provide the Association Documents to Buyer, at Seller's expense. Seller's obligation to provide the Association Documents is fulfilled upon Buyer's receipt of the Association Documents, regardless of who provides such documents.

7.3. Association Documents. Association documents (Association Documents) consist of the following:

7.3.1. All Association declarations, articles of incorporation, bylaws, articles of organization, operating agreements, rules and regulations, party wall agreements and the Association's responsible governance policies adopted under § 38-33.3-209.5, C.R.S.;

7.3.2. Minutes of: (1) the annual owners' or members' meeting and (2) any executive boards' or managers' meetings; such minutes include those provided under the most current annual disclosure required under § 38-33.3-209.4, C.R.S. (Annual Disclosure) and minutes of meetings, if any, subsequent to the minutes disclosed in the Annual Disclosure. If none of the preceding minutes exist, then the most recent minutes, if any (§§ 7.3.1. and 7.3.2., collectively, Governing Documents); and

7.3.3. List of all Association insurance policies as provided in the Association's last Annual Disclosure, including, but not limited to, property, general liability, association director and officer professional liability and fidelity policies. The list must include the company names, policy limits, policy deductibles, additional named insureds and expiration dates of the policies listed (Association Insurance Documents);

7.3.4. A list by unit type of the Association's assessments, including both regular and special assessments as disclosed in the Association's last Annual Disclosure;

7.3.5. The Association's most recent financial documents which consist of: (1) the Association's operating budget for the current fiscal year, (2) the Association's most recent annual financial statements, including any amounts held in reserve for the fiscal year immediately preceding the Association's last Annual Disclosure, (3) the results of the Association's most recent available financial audit or review, (4) list of the fees and charges (regardless of name or title of such fees or charges) that the Association's community association manager or Association will charge in connection with the Closing including, but not limited to, any fee incident to the issuance of the Association's statement of assessments (Status Letter), any rush or update fee charged for the Status Letter, any record change fee or ownership record transfer fees (Record Change Fee), fees to access documents, (5) list of all assessments required to be paid in advance, reserves or working capital due at Closing and (6) reserve study, if any (§§ 7.3.4. and 7.3.5., collectively, Financial Documents);

7.3.6. Any written notice from the Association to Seller of a "construction defect action" under § 38-33.3-303.5, C.R.S. within the past six months and the result of whether the Association approved or disapproved such action (Construction Defect Documents). Nothing in this Section limits the Seller's obligation to disclose adverse material facts as required under § 10.2. (Disclosure of Adverse Material Facts; Subsequent Disclosure; Present Condition) including any problems or defects in the common elements or limited common elements of the Association property.

7.4. Conditional on Buyer's Review. Buyer has the right to review the Association Documents. Buyer has the Right to Terminate under § 24.1., on or before **Association Documents Termination Deadline**, based on any unsatisfactory provision in any of the Association Documents, in Buyer's sole subjective discretion. Should Buyer receive the Association Documents after **Association Documents Deadline**, Buyer, at Buyer's option, has the Right to Terminate under § 24.1. by Buyer's Notice to Terminate received by Seller on or before ten days after Buyer's receipt of the Association Documents. If Buyer does not receive the Association Documents, or if Buyer's Notice to Terminate would otherwise be required to be received by Seller after **Closing Date**, Buyer's Notice to Terminate must be received by Seller on or before Closing. If Seller does not receive Buyer's Notice to Terminate within such time, Buyer accepts the provisions of the Association Documents as satisfactory and Buyer waives any Right to Terminate under this provision,

CTMeContracts.com - ©2024 MRI Software LLC

notwithstanding the provisions of § 8.6. (Third Party Right to Purchase/Approve).

8. TITLE INSURANCE, RECORD TITLE AND OFF-RECORD TITLE.

8.1. Evidence of Record Title.

☐ **8.1.1. Seller Selects Title Insurance Company.** If this box is checked, Seller will select the title insurance company to furnish the owner's title insurance policy at Seller's expense. On or before **Record Title Deadline**, Seller must furnish to Buyer, a current commitment for an owner's title insurance policy (Title Commitment), in an amount equal to the Purchase Price, or if this box is checked, ☐ an **Abstract of Title** certified to a current date. Seller will cause the title insurance policy to be issued and delivered to Buyer as soon as practicable at or after Closing.

☒ **8.1.2. Buyer Selects Title Insurance Company.** If this box is checked, Buyer will select the title insurance company to furnish the owner's title insurance policy at Buyer's expense. On or before **Record Title Deadline**, Buyer must furnish to Seller, a current commitment for owner's title insurance policy (Title Commitment), in an amount equal to the Purchase Price.

If neither box in § 8.1.1. or § 8.1.2. is checked, § 8.1.1. applies.

8.1.3. Owner's Extended Coverage (OEC). The Title Commitment ☒ **Will** ☐ **Will Not** contain Owner's Extended Coverage (OEC). If the Title Commitment is to contain OEC, it will commit to delete or insure over the standard exceptions which relate to: (1) parties in possession, (2) unrecorded easements, (3) survey matters, (4) unrecorded mechanics' liens, (5) gap period (period between the effective date and time of commitment to the date and time the deed is recorded) and (6) unpaid taxes, assessments and unredeemed tax sales prior to the year of Closing. Any additional premium expense to obtain OEC will be paid by ☒ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☐ **Other** ***n/a***.

Regardless of whether the Contract requires OEC, the Title Insurance Commitment may not provide OEC or delete or insure over any or all of the standard exceptions for OEC. The Title Insurance Company may require a New Survey or New ILC, defined below, among other requirements for OEC. If the Title Insurance Commitment is not satisfactory to Buyer, Buyer has a right to object under § 8.7. (Right to Object to Title, Resolution).

8.1.4. Title Documents. Title Documents consist of the following: (1) copies of any plats, declarations, covenants, conditions and restrictions burdening the Property and (2) copies of any other documents (or, if illegible, summaries of such documents) listed in the schedule of exceptions (Exceptions) in the Title Commitment furnished to Buyer (collectively, Title Documents).

8.1.5. Copies of Title Documents. Buyer must receive, on or before **Record Title Deadline**, copies of all Title Documents. This requirement pertains only to documents as shown of record in the office of the clerk and recorder in the county where the Property is located. The cost of furnishing copies of the documents required in this Section will be at the expense of the party or parties obligated to pay for the owner's title insurance policy.

8.1.6. Existing Abstracts of Title. Seller must deliver to Buyer copies of any abstracts of title covering all or any portion of the Property (Abstract of Title) in Seller's possession on or before **Record Title Deadline**.

8.2. Record Title. Buyer has the right to review and object to the Abstract of Title or Title Commitment and any of the Title Documents as set forth in § 8.7. (Right to Object to Title, Resolution) on or before **Record Title Objection Deadline**. Buyer's objection may be based on any unsatisfactory form or content of Title Commitment or Abstract of Title, notwithstanding § 13, or any other unsatisfactory title condition, in Buyer's sole subjective discretion. If the Abstract of Title, Title Commitment or Title Documents are not received by Buyer on or before the **Record Title Deadline**, or if there is an endorsement to the Title Commitment that adds a new Exception to title, a copy of the new Exception to title and the modified Title Commitment will be delivered to Buyer. Buyer has until the earlier of Closing or ten days after receipt of such documents by Buyer to review and object to: (1) any required Title Document not timely received by Buyer, (2) any change to the Abstract of Title, Title Commitment or Title Documents, or (3) any endorsement to the Title Commitment. If Seller receives Buyer's Notice to Terminate or Notice of Title Objection, pursuant to this § 8.2. (Record Title), any title objection by Buyer is governed by the provisions set forth in § 8.7. (Right to Object to Title, Resolution). If Seller has fulfilled all Seller's obligations, if any, to deliver to Buyer all

CTMeContracts.com - ©2024 MRI Software LLC

documents required by § 8.1. (Evidence of Record Title) and Seller does not receive Buyer's Notice to Terminate or Notice of Title Objection by the applicable deadline specified above, Buyer accepts the condition of title as disclosed by the Abstract of Title, Title Commitment and Title Documents as satisfactory.

8.3. Off-Record Title. Seller must deliver to Buyer, on or before **Off-Record Title Deadline**, true copies of all existing surveys in Seller's possession pertaining to the Property and must disclose to Buyer all easements, liens (including, without limitation, governmental improvements approved, but not yet installed) or other title matters not shown by public records, of which Seller has actual knowledge (Off-Record Matters). This Section excludes any **New ILC** or **New Survey** governed under § 9 (New ILC, New Survey). Buyer has the right to inspect the Property to investigate if any third party has any right in the Property not shown by public records (e.g., unrecorded easement, boundary line discrepancy or water rights). Buyer's Notice to Terminate or Notice of Title Objection of any unsatisfactory condition (whether disclosed by Seller or revealed by such inspection, notwithstanding § 8.2. (Record Title) and § 13 (Transfer of Title), in Buyer's sole subjective discretion, must be received by Seller on or before **Off-Record Title Objection Deadline**. If an Off-Record Matter is received by Buyer after the **Off-Record Title Deadline**, Buyer has until the earlier of Closing or ten days after receipt by Buyer to review and object to such Off-Record Matter. If Seller receives Buyer's Notice to Terminate or Notice of Title Objection pursuant to this § 8.3. (Off-Record Title), any title objection by Buyer is governed by the provisions set forth in § 8.7. (Right to Object to Title, Resolution). If Seller does not receive Buyer's Notice to Terminate or Notice of Title Objection by the applicable deadline specified above, Buyer accepts title subject to such Off-Record Matters and rights, if any, of third parties not shown by public records of which Buyer has actual knowledge.

8.4. Special Taxing and Metropolitan Districts. SPECIAL TAXING DISTRICTS MAY BE SUBJECT TO GENERAL OBLIGATION INDEBTEDNESS THAT IS PAID BY REVENUES PRODUCED FROM ANNUAL TAX LEVIES ON THE TAXABLE PROPERTY WITHIN SUCH DISTRICTS. PROPERTY OWNERS IN SUCH DISTRICTS MAY BE PLACED AT RISK FOR INCREASED MILL LEVIES AND TAX TO SUPPORT THE SERVICING OF SUCH DEBT WHERE CIRCUMSTANCES ARISE RESULTING IN THE INABILITY OF SUCH A DISTRICT TO DISCHARGE SUCH INDEBTEDNESS WITHOUT SUCH AN INCREASE IN MILL LEVIES. BUYERS SHOULD INVESTIGATE THE SPECIAL TAXING DISTRICTS IN WHICH THE PROPERTY IS LOCATED BY CONTACTING THE COUNTY TREASURER, BY REVIEWING THE CERTIFICATE OF TAXES DUE FOR THE PROPERTY AND BY OBTAINING FURTHER INFORMATION FROM THE BOARD OF COUNTY COMMISSIONERS, THE COUNTY CLERK AND RECORDER, OR THE COUNTY ASSESSOR. The official website for the Metropolitan District, if any, is: *n/a*.

8.5. Tax Certificate. A tax certificate paid for by ☐ **Seller** ☒ **Buyer,** for the Property listing any special taxing or metropolitan districts that affect the Property (Tax Certificate) must be delivered to Buyer on or before **Record Title Deadline.** If the content of the Tax Certificate is unsatisfactory to Buyer, in Buyer's sole subjective discretion, Buyer may terminate, on or before **Record Title Objection Deadline.** Should Buyer receive the Tax Certificate after **Record Title Deadline,** Buyer, at Buyer's option, has the Right to Terminate under § 24.1. by Buyer's Notice to Terminate received by Seller on or before ten days after Buyer's receipt of the Tax Certificate. If Buyer does not receive the Tax Certificate, or if Buyer's Notice to Terminate would otherwise be required to be received by Seller after **Closing Date,** Buyer's Notice to Terminate must be received by Seller on or before Closing. If Seller does not receive Buyer's Notice to Terminate within such time, Buyer accepts the content of the Tax Certificate as satisfactory and Buyer waives any Right to Terminate under this provision. If Buyer's loan specified in §4.5.3. (Loan Limitations) prohibits Buyer from paying for the Tax Certificate, the Tax Certificate will be paid for by Seller.

8.6. Third Party Right to Purchase/Approve. If any third party has a right to purchase the Property (e.g., right of first refusal on the Property, right to purchase the Property under a lease or an option held by a third party to purchase the Property) or a right of a third party to approve this Contract, Seller must promptly submit this Contract according to the terms and conditions of such right. If the third-party holder of such right exercises its right this Contract will terminate. If the third party's right to purchase is waived explicitly or expires, or the Contract is approved, this Contract will remain in full force and effect. Seller must promptly notify Buyer in writing of the foregoing. If the third party right to purchase is exercised or approval of this Contract has not occurred on or before **Third Party Right to Purchase/Approve Deadline**, this Contract will then terminate. Seller will supply to Buyer, in writing, details of any Third Party Right to Purchase the

CTMeContracts.com - ©2024 MRI Software LLC

Property on or before the Record Title Deadline.

8.7. Right to Object to Title, Resolution. Buyer has a right to object or terminate, in Buyer's sole subjective discretion, based on any title matters including those matters set forth in § 8.2. (Record Title), § 8.3. (Off-Record Title), § 8.5. (Tax Certificate) and § 13 (Transfer of Title). If Buyer exercises Buyer's rights to object or terminate based on any such title matter, on or before the applicable deadline, Buyer has the following options:

8.7.1. Title Objection, Resolution. If Seller receives Buyer's written notice objecting to any title matter (Notice of Title Objection) on or before the applicable deadline and if Buyer and Seller have not agreed to a written settlement thereof on or before **Title Resolution Deadline**, this Contract will terminate on the expiration of **Title Resolution Deadline**, unless Seller receives Buyer's written withdrawal of Buyer's Notice of Title Objection (i.e., Buyer's written notice to waive objection to such items and waives the Right to Terminate for that reason), on or before expiration of **Title Resolution Deadline**. If either the Record Title Deadline or the Off-Record Title Deadline, or both, are extended pursuant to § 8.2. (Record Title) or § 8.3. (Off-Record Title) the Title Resolution Deadline also will be automatically extended to the earlier of Closing or fifteen days after Buyer's receipt of the applicable documents; or

8.7.2. Title Objection, Right to Terminate. Buyer may exercise the Right to Terminate under § 24.1., on or before the applicable deadline, based on any title matter unsatisfactory to Buyer, in Buyer's sole subjective discretion.

8.8. Title Advisory. The Title Documents affect the title, ownership and use of the Property and should be reviewed carefully. Additionally, other matters not reflected in the Title Documents may affect the title, ownership and use of the Property, including, without limitation, boundary lines and encroachments, set-back requirements, area, zoning, building code violations, unrecorded easements and claims of easements, leases and other unrecorded agreements, water on or under the Property and various laws and governmental regulations concerning land use, development and environmental matters.

8.8.1. OIL, GAS, WATER AND MINERAL DISCLOSURE. THE SURFACE ESTATE OF THE PROPERTY MAY BE OWNED SEPARATELY FROM THE UNDERLYING MINERAL ESTATE AND TRANSFER OF THE SURFACE ESTATE MAY NOT NECESSARILY INCLUDE TRANSFER OF THE MINERAL ESTATE OR WATER RIGHTS. THIRD PARTIES MAY OWN OR LEASE INTERESTS IN OIL, GAS, OTHER MINERALS, GEOTHERMAL ENERGY OR WATER ON OR UNDER THE SURFACE OF THE PROPERTY, WHICH INTERESTS MAY GIVE THEM RIGHTS TO ENTER AND USE THE SURFACE OF THE PROPERTY TO ACCESS THE MINERAL ESTATE, OIL, GAS OR WATER.

8.8.2. SURFACE USE AGREEMENT. THE USE OF THE SURFACE ESTATE OF THE PROPERTY TO ACCESS THE OIL, GAS OR MINERALS MAY BE GOVERNED BY A SURFACE USE AGREEMENT, A MEMORANDUM OR OTHER NOTICE OF WHICH MAY BE RECORDED WITH THE COUNTY CLERK AND RECORDER.

8.8.3. OIL AND GAS ACTIVITY. OIL AND GAS ACTIVITY THAT MAY OCCUR ON OR ADJACENT TO THE PROPERTY MAY INCLUDE, BUT IS NOT LIMITED TO, SURVEYING, DRILLING, WELL COMPLETION OPERATIONS, STORAGE, OIL AND GAS, OR PRODUCTION FACILITIES, PRODUCING WELLS, REWORKING OF CURRENT WELLS AND GAS GATHERING AND PROCESSING FACILITIES.

8.8.4. ADDITIONAL INFORMATION. BUYER IS ENCOURAGED TO SEEK ADDITIONAL INFORMATION REGARDING OIL AND GAS ACTIVITY ON OR ADJACENT TO THE PROPERTY, INCLUDING DRILLING PERMIT APPLICATIONS. THIS INFORMATION MAY BE AVAILABLE FROM THE COLORADO OIL AND GAS CONSERVATION COMMISSION.

8.8.5. Title Insurance Exclusions. Matters set forth in this Section and others, may be excepted, excluded from, or not covered by the owner's title insurance policy.

8.9. Mineral Rights Review. Buyer ☐ **Does** ☒ **Does Not** have a Right to Terminate if examination of the Mineral Rights is unsatisfactory to Buyer on or before the **Mineral Rights Examination Deadline**.

9. NEW ILC, NEW SURVEY.

9.1. New ILC or New Survey. If the box is checked, (1) ☐ **New Improvement Location Certificate (New ILC);** or, (2) ☒ **New Survey** in the form of ***survey plat***; is required and the following will apply:

CTMeContracts.com - ©2024 MRI Software LLC

9.1.1. Ordering of New ILC or New Survey. ☐ **Seller** ☒ **Buyer** will order the New ILC or New Survey. The New ILC or New Survey may also be a previous ILC or survey that is in the above-required form, certified and updated as of a date after the date of this Contract.

9.1.2. Payment for New ILC or New Survey. The cost of the New ILC or New Survey will be paid, on or before Closing, by: ☐ **Seller** ☒ **Buyer** or:

n/a

9.1.3. Delivery of New ILC or New Survey. Buyer, Seller, the issuer of the Title Commitment (or the provider of the opinion of title if an Abstract of Title) and ***selling agent and Buyer`s attorney.*** will receive a New ILC or New Survey on or before **New ILC or New Survey Deadline**.

9.1.4. Certification of New ILC or New Survey. The New ILC or New Survey will be certified by the surveyor to all those who are to receive the New ILC or New Survey.

9.2. Buyer's Right to Waive or Change New ILC or New Survey Selection. Buyer may select a New ILC or New Survey different than initially specified in this Contract if there is no additional cost to Seller or change to the **New ILC or New Survey Objection Deadline**. Buyer may, in Buyer's sole subjective discretion, waive a New ILC or New Survey if done prior to Seller incurring any cost for the same.

9.3. New ILC or New Survey Objection. Buyer has the right to review and object based on the New ILC or New Survey. If the New ILC or New Survey is not timely received by Buyer or is unsatisfactory to Buyer, in Buyer's sole subjective discretion, Buyer may, on or before **New ILC or New Survey Objection Deadline**, notwithstanding § 8.3. or § 13:

9.3.1. Notice to Terminate. Notify Seller in writing, pursuant to § 24.1., that this Contract is terminated; or

9.3.2. New ILC or New Survey Objection. Deliver to Seller a written description of any matter that was to be shown or is shown in the New ILC or New Survey that is unsatisfactory and that Buyer requires Seller to correct.

9.3.3. New ILC or New Survey Resolution. If a **New ILC or New Survey Objection** is received by Seller, on or before **New ILC or New Survey Objection Deadline** and if Buyer and Seller have not agreed in writing to a settlement thereof on or before **New ILC or New Survey Resolution Deadline**, this Contract will terminate on expiration of the **New ILC or New Survey Resolution Deadline**, unless Seller receives Buyer's written withdrawal of the New ILC or New Survey Objection before such termination (i.e., on or before expiration of **New ILC or New Survey Resolution Deadline**).

DISCLOSURE, INSPECTION AND DUE DILIGENCE

10. PROPERTY DISCLOSURE, INSPECTION, INDEMNITY, INSURABILITY, DUE DILIGENCE AND SOURCE OF WATER.

10.1. Seller's Property Disclosure. On or before **Seller's Property Disclosure Deadline** , Seller agrees to deliver to Buyer the most current version of the applicable Colorado Real Estate Commission's Seller's Property Disclosure form completed by Seller to Seller's actual knowledge and current as of the date of this Contract.

10.2. Disclosure of Adverse Material Facts; Subsequent Disclosure; Present Condition. Seller must disclose to Buyer any adverse material facts actually known by Seller as of the date of this Contract. Seller agrees that disclosure of adverse material facts will be in writing. In the event Seller discovers an adverse material fact after the date of this Contract, Seller must timely disclose such adverse fact to Buyer. Buyer has the Right to Terminate based on the Seller's new disclosure on the earlier of Closing or five days after Buyer's receipt of the new disclosure. Except as otherwise provided in this Contract, Buyer acknowledges that Seller is conveying the Property to Buyer in an "**As Is**" condition, " **Where Is**" and " **With All Faults**."

10.3. Inspection. Unless otherwise provided in this Contract, Buyer, acting in good faith, has the right to have inspections (by one or more third parties, personally or both) of the Property, Leased Items, and Inclusions (Inspection), at Buyer's expense. If (1) the physical condition of the Property, including, but not limited to, the roof, walls, structural integrity of the Property, the electrical, plumbing, HVAC and other

CTMeContracts.com - ©2024 MRI Software LLC

mechanical systems of the Property, (2) the physical condition of the Inclusions and Leased Items, (3) service to the Property (including utilities and communication services), systems and components of the Property (e.g., heating and plumbing), (4) any proposed or existing transportation project, road, street or highway, or (5) any other activity, odor or noise (whether on or off the Property) and its effect or expected effect on the Property or its occupants is unsatisfactory, in Buyer's sole subjective discretion, Buyer may:

10.3.1. Inspection Termination. On or before the **Inspection Termination Deadline**, notify Seller in writing, pursuant to § 24.1., that this Contract is terminated due to any unsatisfactory condition, provided the Buyer did not previously deliver an Inspection Objection. Buyer's Right to Terminate under this provision expires upon delivery of an Inspection Objection to Seller pursuant to § 10.3.2.; or

10.3.2. Inspection Objection. On or before the **Inspection Objection Deadline**, deliver to Seller a written description of any unsatisfactory condition that Buyer requires Seller to correct.

10.3.3. Inspection Resolution. If an Inspection Objection is received by Seller, on or before **Inspection Objection Deadline** and if Buyer and Seller have not agreed in writing to a settlement thereof on or before **Inspection Resolution Deadline**, this Contract will terminate on **Inspection Resolution Deadline** unless Seller receives Buyer's written withdrawal of the Inspection Objection before such termination (i.e., on or before expiration of **Inspection Resolution Deadline**). Nothing in this provision prohibits the Buyer and the Seller from mutually terminating this Contract before the Inspection Resolution Deadline passes by executing an Earnest Money Release.

10.4. Damage, Liens and Indemnity. Buyer, except as otherwise provided in this Contract or other written agreement between the parties, is responsible for payment for all inspections, tests, surveys, engineering reports, or other reports performed at Buyer's request (Work) and must pay for any damage that occurs to the Property and Inclusions as a result of such Work. Buyer must not permit claims or liens of any kind against the Property for Work performed on the Property. Buyer agrees to indemnify, protect and hold Seller harmless from and against any liability, damage, cost or expense incurred by Seller and caused by any such Work, claim, or lien. This indemnity includes Seller's right to recover all costs and expenses incurred by Seller to defend against any such liability, damage, cost or expense, or to enforce this Section, including Seller's reasonable attorney fees, legal fees and expenses. The provisions of this Section survive the termination of this Contract. This § 10.4. does not apply to items performed pursuant to an Inspection Resolution.

10.5. Insurability. Buyer has the Right to Terminate under § 24.1., on or before **Property Insurance Termination Deadline**, based on any unsatisfactory provision of the availability, terms and conditions and premium for property insurance (Property Insurance) on the Property, in Buyer's sole subjective discretion.

10.6. Due Diligence.

10.6.1. Due Diligence Documents. Seller agrees to deliver copies of the following documents and information pertaining to the Property and Leased Items (Due Diligence Documents) to Buyer on or before **Due Diligence Documents Delivery Deadline**:

10.6.1.1. Occupancy Agreements. All current leases, including any amendments or other occupancy agreements, pertaining to the Property. Those leases or other occupancy agreements pertaining to the Property that survive Closing are as follows (Leases):

n/a

10.6.1.2. Leased Items Documents. If any lease of personal property (§ 2.5.4., Leased Items) will be transferred to Buyer at Closing, Seller agrees to deliver copies of the leases and information pertaining to the personal property to Buyer on or before **Due Diligence Documents Delivery Deadline**. Buyer ☐ **Will** ☐ **Will Not** assume the Seller's obligations under such leases for the Leased Items (§ 2.5.4., Leased Items).

10.6.1.3. Encumbered Inclusions Documents. If any Inclusions owned by Seller are encumbered pursuant to § 2.5.2. (Encumbered Inclusions) above, Seller agrees to deliver copies of the evidence of debt, security and any other documents creating the encumbrance to Buyer on or before **Due Diligence Documents Delivery Deadline**. Buyer ☐ **Will** ☐ **Will Not** assume the debt on the Encumbered Inclusions (§ 2.5.2., Encumbered Inclusions).

10.6.1.4. Other Documents. If the respective box is checked, Seller agrees to additionally

CTMeContracts.com - ©2024 MRI Software LLC

deliver copies of the following:

☐ **10.6.1.4.1.** All contracts relating to the operation, maintenance and management of the Property;

☐ **10.6.1.4.2.** Property tax bills for the last years;

☐ **10.6.1.4.3.** As-built construction plans to the Property and the tenant improvements, including architectural, electrical, mechanical and structural systems; engineering reports; and permanent Certificates of Occupancy, to the extent now available;

☐ **10.6.1.4.4.** A list of all Inclusions to be conveyed to Buyer;

☐ **10.6.1.4.5.** Operating statements for the past ***n/a*** years;

☐ **10.6.1.4.6.** A rent roll accurate and correct to the date of this Contract;

☐ **10.6.1.4.7.** A schedule of any tenant improvement work Seller is obligated to complete but has not yet completed and capital improvement work either scheduled or in process on the date of this Contract;

☐ **10.6.1.4.8.** All insurance policies pertaining to the Property and copies of any claims which have been made for the past ***n/a*** years;

☐ **10.6.1.4.9.** Soils reports, surveys and engineering reports or data pertaining to the Property (if not delivered earlier under § 8.3.);

☐ **10.6.1.4.10.** Any and all existing documentation and reports regarding Phase I and II environmental reports, letters, test results, advisories and similar documents respective to the existence or nonexistence of asbestos, PCB transformers, or other toxic, hazardous or contaminated substances and/or underground storage tanks and/or radon gas. If no reports are in Seller's possession or known to Seller, Seller warrants that no such reports are in Seller's possession or known to Seller;

☐ **10.6.1.4.11.** Any *Americans with Disabilities Act* reports, studies or surveys concerning the compliance of the Property with said Act;

☒ **10.6.1.4.12.** All permits, licenses and other building or use authorizations issued by any governmental authority with jurisdiction over the Property and written notice of any violation of any such permits, licenses or use authorizations, if any; and

☐ **10.6.1.4.13.** Other:

10.6.2. Due Diligence Documents Review and Objection. Buyer has the right to review and object based on the Due Diligence Documents. If the Due Diligence Documents are not supplied to Buyer or are unsatisfactory, in Buyer's sole subjective discretion, Buyer may, on or before **Due Diligence Documents Objection Deadline**:

10.6.2.1. Notice to Terminate. Notify Seller in writing, pursuant to § 24.1., that this Contract is terminated; or

10.6.2.2. Due Diligence Documents Objection. Deliver to Seller a written description of any unsatisfactory Due Diligence Documents that Buyer requires Seller to correct.

10.6.2.3. Due Diligence Documents Resolution. If a Due Diligence Documents Objection is received by Seller, on or before **Due Diligence Documents Objection Deadline** and if Buyer and Seller have not agreed in writing to a settlement thereof on or before **Due Diligence Documents Resolution Deadline**, this Contract will terminate on **Due Diligence Documents Resolution Deadline** unless Seller receives Buyer's written withdrawal of the Due Diligence Documents Objection before such termination (i.e., on or before expiration of **Due Diligence Documents Resolution Deadline**.

10.6.3. Zoning. Buyer has the Right to Terminate under § 24.1., on or before **Due Diligence Documents Objection Deadline**, based on any unsatisfactory zoning and any use restrictions imposed by any governmental agency with jurisdiction over the Property, in Buyer's sole subjective discretion.

10.6.4. Due Diligence – Environmental, ADA. Buyer has the right to obtain environmental inspections of the Property including Phase I and Phase II Environmental Site Assessments, as applicable. ☐ **Seller** ☒ **Buyer** will order or provide ☒ **Phase I Environmental Site Assessment**, ☐ **Phase II Environmental Site Assessment** (compliant with most current version of the applicable ASTM E1527 standard practices for Environmental Site Assessments) and/or ***n/a***, at the expense of ☐ **Seller** ☒ **Buyer** (Environmental Inspection). In addition, Buyer, at Buyer's expense, may also conduct an evaluation whether

CTMeContracts.com - ©2024 MRI Software LLC

the Property complies with the *Americans with Disabilities Act* (ADA Evaluation). All such inspections and evaluations must be conducted at such times as are mutually agreeable to minimize the interruption of Seller's and any Seller's tenants' business uses of the Property, if any.

If Buyer's Phase I Environmental Site Assessment recommends a Phase II Environmental Site Assessment, the **Environmental Inspection Termination Deadline** will be extended by ***10*** days (Extended Environmental Inspection Objection Deadline) and if such Extended Environmental Inspection Objection Deadline extends beyond the **Closing Date**, the **Closing Date** will be extended a like period of time. In such event, ☐ **Seller** ☒ **Buyer** must pay the cost for such Phase II Environmental Site Assessment.

Notwithstanding Buyer's right to obtain additional environmental inspections of the Property in this § 10.6.4., Buyer has the Right to Terminate under § 24.1., on or before **Environmental Inspection Termination Deadline**, or if applicable, the Extended Environmental Inspection Objection Deadline, based on any unsatisfactory results of Environmental Inspection, in Buyer's sole subjective discretion.

Buyer has the Right to Terminate under § 24.1., on or before **ADA Evaluation Termination Deadline**, based on any unsatisfactory ADA Evaluation, in Buyer's sole subjective discretion.

10.7. Conditional Upon Sale of Property. This Contract is conditional upon the sale and closing of that certain property owned by Buyer and commonly known as ***n/a***. Buyer has the Right to Terminate under § 24.1. effective upon Seller's receipt of Buyer's Notice to Terminate on or before **Conditional Sale Deadline** if such property is not sold and closed by such deadline. This Section is for the sole benefit of Buyer. If Seller does not receive Buyer's Notice to Terminate on or before **Conditional Sale Deadline**, Buyer waives any Right to Terminate under this provision.

10.8. Source of Potable Water (Residential Land and Residential Improvements Only). Buyer ☐ **Does** ☒ **Does Not** acknowledge receipt of a copy of Seller's Property Disclosure or Source of Water Addendum disclosing the source of potable water for the Property. ☒ There is **No Well**. Buyer ☐ **Does** ☐ **Does Not** acknowledge receipt of a copy of the current well permit.

Note to Buyer: SOME WATER PROVIDERS RELY, TO VARYING DEGREES, ON NONRENEWABLE GROUND WATER. YOU MAY WISH TO CONTACT YOUR PROVIDER (OR INVESTIGATE THE DESCRIBED SOURCE) TO DETERMINE THE LONG-TERM SUFFICIENCY OF THE PROVIDER'S WATER SUPPLIES.

10.9. Existing Leases; Modification of Existing Leases; New Leases. Seller states that none of the Leases to be assigned to the Buyer at the time of Closing contain any rent concessions, rent reductions or rent abatements except as disclosed in the Lease or other writing received by Buyer. Seller will not amend, alter, modify, extend or cancel any of the Leases nor will Seller enter into any new leases affecting the Property without the prior written consent of Buyer, which consent will not be unreasonably withheld or delayed.

10.10. Lead-Based Paint. [Intentionally Deleted - See Residential Addendum if applicable]

10.11. Carbon Monoxide Alarms. [Intentionally Deleted - See Residential Addendum if applicable]

10.12. Methamphetamine Disclosure. [Intentionally Deleted - See Residential Addendum if applicable]

11. TENANT ESTOPPEL STATEMENTS.

11.1. Estoppel Statements Conditions. Buyer has the right to review and object to any Estoppel Statements. Seller must request from all tenants of the Property and if received by Seller, deliver to Buyer on or before **Estoppel Statements Deadline**, statements in a form and substance reasonably acceptable to Buyer, from each occupant or tenant at the Property (Estoppel Statement) attached to a copy of the Lease stating:

11.1.1. The commencement date of the Lease and scheduled termination date of the Lease;

11.1.2. That said Lease is in full force and effect and that there have been no subsequent modifications or amendments;

11.1.3. The amount of any advance rentals paid, rent concessions given and deposits paid to Seller;

11.1.4. The amount of monthly (or other applicable period) rental paid to Seller;

CTMeContracts.com - ©2024 MRI Software LLC

11.1.5. That there is no default under the terms of said Lease by landlord or occupant; and

11.1.6. That the Lease to which the Estoppel Statement is attached is a true, correct and complete copy of the Lease demising the premises it describes.

11.2. Seller Estoppel Statement. In the event Seller does not receive from all tenants of the Property a completed signed Estoppel Statement, Seller agrees to complete and execute an Estoppel Statement setting forth the information and documents required in §11.1. above and deliver the same to Buyer on or before **Estoppel Statements Deadline**.

11.3. Estoppel Statements Termination. Buyer has the Right to Terminate under § 24.1., on or before **Estoppel Statements Termination Deadline**, based on any unsatisfactory Estoppel Statement, in Buyer's sole subjective discretion, or if Seller fails to deliver the Estoppel Statements on or before **Estoppel Statements Deadline**. Buyer also has the unilateral right to waive any unsatisfactory Estoppel Statement.

CLOSING PROVISIONS

12. CLOSING DOCUMENTS, INSTRUCTIONS AND CLOSING.

12.1. Closing Documents and Closing Information. Seller and Buyer will cooperate with the Closing Company to enable the Closing Company to prepare and deliver documents required for Closing to Buyer and Seller and their designees. If Buyer is obtaining a loan to purchase the Property, Buyer acknowledges Buyer's lender is required to provide the Closing Company, in a timely manner, all required loan documents and financial information concerning Buyer's loan. Buyer and Seller will furnish any additional information and documents required by Closing Company that will be necessary to complete this transaction. Buyer and Seller will sign and complete all customary or reasonably required documents at or before Closing.

12.2. Closing Instructions. Colorado Real Estate Commission's Closing Instructions ☐ **Are** ☒ **Are Not** executed with this Contract.

12.3. Closing. Delivery of deed from Seller to Buyer will be at closing (Closing). Closing will be on the date specified as the **Closing Date** or by mutual agreement at an earlier date. At Closing, Seller agrees to deliver a set of keys for the Property to Buyer. The hour and place of Closing will be as designated by ***closing agent.***.

12.4. Disclosure of Settlement Costs. Buyer and Seller acknowledge that costs, quality and extent of service vary between different settlement service providers (e.g., attorneys, lenders, inspectors and title companies).

12.5. Assignment of Leases. Seller must assign to Buyer all Leases at Closing that will continue after Closing and Buyer must assume Seller's obligations under such Leases. Further, Seller must transfer to Buyer all Leased Items and assign to Buyer such leases for the Leased Items accepted by Buyer pursuant to § 2.5.4. (Leased Items).

13. TRANSFER OF TITLE. Subject to Buyer's compliance with the terms and provisions of this Contract, including the tender of any payment due at Closing, Seller must execute and deliver the following good and sufficient deed to Buyer, at Closing: ☒ special warranty deed ☐ general warranty deed ☐ bargain and sale deed ☐ quit claim deed ☐ personal representative's deed ☐ ***n/a*** deed. Seller, provided another deed is not selected, must execute and deliver a good and sufficient special warranty deed to Buyer, at Closing.

Unless otherwise specified in § 29 (Additional Provisions), if title will be conveyed using a special warranty deed or a general warranty deed, title will be conveyed "subject to statutory exceptions" as defined in §38-30-113(5)(a), C.R.S.

14. PAYMENT OF LIENS AND ENCUMBRANCES. Unless agreed to by Buyer in writing, any amounts owed on any liens or encumbrances securing a monetary sum against the Property and Inclusions, including any governmental liens for special improvements installed as of the date of Buyer's signature hereon, whether assessed or not, and previous years' taxes, will be paid at or before Closing by Seller from the

CTMeContracts.com - ©2024 MRI Software LLC

proceeds of this transaction or from any other source.

15. CLOSING COSTS, FEES, ASSOCIATION STATUS LETTER AND DISBURSEMENTS, TAXES AND WITHHOLDING.

15.1. Closing Costs. Buyer and Seller must pay, in Good Funds, their respective closing costs and all other items required to be paid at Closing, except as otherwise provided herein.

15.2. Closing Services Fee. The fee for real estate closing services must be paid at Closing by ☒ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☐ **Other** ***n/a***.

15.3. Association Fees and Required Disbursements. At least fourteen days prior to **Closing Date**, Seller agrees to promptly request that the Closing Company or the Association deliver to Buyer a current Status Letter, if applicable. Any fees associated with or specified in the Status Letter will be paid as follows:

15.3.1. Status Letter Fee. Any fee incident to the issuance of Association's Status Letter must be paid by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.3.2. Record Change Fee. Any Record Change Fee must be paid by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.3.3. Assessments, Reserves or Working Capital. All assessments required to be paid in advance (other than Association Assessments as defined in § 16.2. (Association Assessments), reserves or working capital due at Closing must be paid by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.3.4. Other Fees. Any other fee listed in the Status Letter as required to be paid at Closing will be paid by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.4. Local Transfer Tax. Any Local Transfer Tax must be paid at Closing by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.5. Sales and Use Tax. Any sales and use tax that may accrue because of this transaction must be paid when due by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.6. Private Transfer Fee. Any private transfer fees and other fees due to a transfer of the Property, payable at Closing, such as community association fees, developer fees and foundation fees, must be paid at Closing by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.7. Water Transfer Fees. Water Transfer Fees can change. The fees, as of the date of this Contract, do not exceed $***n/a*** for:

☐ Water Stock/Certificates ☐ Water District
☐ Augmentation Membership ☐ Small Domestic Water Company ☐ ***n/a***
and must be paid at Closing by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.8. Utility Transfer Fees. Utility transfer fees can change. Any fees to transfer utilities from Seller to Buyer must be paid by ☐ **Buyer** ☐ **Seller** ☐ **One-Half by Buyer and One-Half by Seller** ☒ **N/A.**

15.9. FIRPTA and Colorado Withholding.

15.9.1. FIRPTA. The Internal Revenue Service (IRS) may require a substantial portion of the Seller's proceeds be withheld after Closing when Seller is a foreign person. If required withholding does not occur, the Buyer could be held liable for the amount of the Seller's tax, interest and penalties. If the box in this Section is checked, Seller represents that Seller ☐ **IS** a foreign person for purposes of U.S. income taxation. If the box in this Section is not checked, Seller represents that Seller is not a foreign person for purposes of U.S. income taxation. Seller agrees to cooperate with Buyer and Closing Company to provide any reasonably requested documents to verify Seller's foreign person status. If withholding is required, Seller authorizes Closing Company to withhold such amount from Seller's proceeds. Seller should inquire with Seller's tax advisor to determine if withholding applies or if an exemption exists.

15.9.2. Colorado Withholding. The Colorado Department of Revenue may require a portion of the Seller's proceeds be withheld after Closing when Seller will not be a Colorado resident after Closing, if not otherwise exempt. Seller agrees to cooperate with Buyer and Closing Company to provide any reasonably requested documents to verify Seller's status. If withholding is required, Seller authorizes Closing Company to withhold such amount from Seller's proceeds. Seller should inquire with Seller's tax advisor to determine if withholding applies or if an exemption exists.

CTMeContracts.com - ©2024 MRI Software LLC

16. PRORATIONS AND ASSOCIATION ASSESSMENTS.

16.1. Prorations. The following will be prorated to the **Closing Date**, except as otherwise provided:

16.1.1. Taxes. Personal property taxes, if any, special taxing district assessments, if any, and general real estate taxes for the year of Closing, based on

☐ **Taxes for the Calendar Year Immediately Preceding Closing**

☒ **Most Recent Mill Levy and Most Recent Assessed Valuation,** ☐ **Other**

n/a

16.1.2. Rents. Rents based on ☐ **Rents Actually Received** ☐ **Accrued.** At Closing, Seller will transfer or credit to Buyer the security deposits for all Leases assigned to Buyer, or any remainder after lawful deductions, and notify all tenants in writing of such transfer and of the transferee's name and address.

16.1.3. Other Prorations. Water and sewer charges, propane, interest on continuing loan and

n/a

16.1.4. Final Settlement. Unless otherwise specified in Additional Provisions, these prorations are final.

16.2. Association Assessments. Current regular Association assessments and dues (Association Assessments) paid in advance will be credited to Seller at Closing. Cash reserves held out of the regular Association Assessments for deferred maintenance by the Association will not be credited to Seller except as may be otherwise provided by the Governing Documents. Buyer acknowledges that Buyer may be obligated to pay the Association, at Closing, an amount for reserves or working capital. Any special assessment assessed prior to **Closing Date** by the Association will be the obligation of ☐ **Buyer** ☐ **Seller.** Except however, any special assessment by the Association for improvements that have been installed as of the date of Buyer's signature hereon, whether assessed prior to or after Closing, will be the obligation of Seller unless otherwise specified in Additional Provisions. Seller represents there are no unpaid regular or special assessments against the Property except the current regular assessments and

n/a

Association Assessments are subject to change as provided in the Governing Documents.

17. POSSESSION. Possession of the Property and Inclusions will be delivered to Buyer on **Possession Date** at **Possession Time**, subject to the Leases as set forth in § 10.6.1.1.

If Seller, after Closing occurs, fails to deliver possession as specified, Seller will be subject to eviction and will be additionally liable to Buyer, notwithstanding § 20.2. (If Seller is in Default), for payment of $ ***$250*** per day (or any part of a day notwithstanding § 3.3., Day) from **Possession Date** and **Possession Time** until possession is delivered.

General Provisions

18. CAUSES OF LOSS, INSURANCE; DAMAGE TO INCLUSIONS AND SERVICES; CONDEMNATION; AND WALK-THROUGH. Except as otherwise provided in this Contract, the Property, Inclusions or both will be delivered in the condition existing as of the date of this Contract, ordinary wear and tear excepted.

18.1. Causes of Loss, Insurance. In the event the Property or Inclusions are damaged by fire, other perils or causes of loss prior to Closing (Property Damage) in an amount of not more than ten percent of the total Purchase Price and if the repair of the damage will be paid by insurance (other than the deductible to be paid by Seller), then Seller, upon receipt of the insurance proceeds, will use Seller's reasonable efforts to repair the Property before **Closing Date**. Buyer has the Right to Terminate under § 24.1., on or before **Closing Date**, if the Property is not repaired before **Closing Date**, or if the damage exceeds such sum. Should Buyer elect to carry out this Contract despite such Property Damage, Buyer is entitled to a credit at Closing for all insurance proceeds that were received by Seller (but not the Association, if any) resulting from damage to the Property and Inclusions, plus the amount of any deductible provided for in the insurance policy. This credit may not exceed the Purchase Price. In the event Seller has not received the insurance proceeds prior to Closing, the parties may agree to extend the **Closing Date** to have the Property repaired

CTMeContracts.com - ©2024 MRI Software LLC

prior to Closing or, at the option of Buyer, (1) Seller must assign to Buyer the right to the proceeds at Closing, if acceptable to Seller's insurance company and Buyer's lender; or (2) the parties may enter into a written agreement prepared by the parties or their attorney requiring the Seller to escrow at Closing from Seller's sale proceeds the amount Seller has received and will receive due to such damage, not exceeding the total Purchase Price, plus the amount of any deductible that applies to the insurance claim.

18.2. Damage, Inclusions and Services. Should any Inclusion or service (including utilities and communication services), system, component or fixture of the Property (collectively Service) (e.g., heating or plumbing), fail or be damaged between the date of this Contract and Closing or possession, whichever is earlier, then Seller is liable for the repair or replacement of such Inclusion or Service with a unit of similar size, age and quality, or an equivalent credit, but only to the extent that the maintenance or replacement of such Inclusion or Service is not the responsibility of the Association, if any, less any insurance proceeds received by Buyer covering such repair or replacement. If the failed or damaged Inclusion or Service is not repaired or replaced on or before Closing or possession, whichever is earlier, Buyer has the Right to Terminate under § 24.1., on or before **Closing Date**, or, at the option of Buyer, Buyer is entitled to a credit at Closing for the repair or replacement of such Inclusion or Service. Such credit must not exceed the Purchase Price. If Buyer receives such a credit, Seller's right for any claim against the Association, if any, will survive Closing.

18.3. Condemnation. In the event Seller receives actual notice prior to Closing that a pending condemnation action may result in a taking of all or part of the Property or Inclusions, Seller must promptly notify Buyer, in writing, of such condemnation action. Buyer has the Right to Terminate under § 24.1., on or before **Closing Date**, based on such condemnation action, in Buyer's sole subjective discretion. Should Buyer elect to consummate this Contract despite such diminution of value to the Property and Inclusions, Buyer is entitled to a credit at Closing for all condemnation proceeds awarded to Seller for the diminution in the value of the Property or Inclusions, but such credit will not include relocation benefits or expenses or exceed the Purchase Price.

18.4. Walk-Through and Verification of Condition. Buyer, upon reasonable notice, has the right to walk through the Property prior to Closing to verify that the physical condition of the Property and Inclusions complies with this Contract.

18.5. Home Warranty. [Intentionally Deleted]

18.6. Risk of Loss – Growing Crops. The risk of loss for damage to growing crops by fire or other casualty will be borne by the party entitled to the growing crops as provided in § 2.8. and such party is entitled to such insurance proceeds or benefits for the growing crops.

19. RECOMMENDATION OF LEGAL AND TAX COUNSEL. By signing this Contract, Buyer and Seller acknowledge that their respective broker has advised that this Contract has important legal consequences and has recommended: (1) legal examination of title; (2) consultation with legal and tax or other counsel before signing this Contract as this Contract may have important legal and tax implications; (3) to consult with their own attorney if Water Rights, Mineral Rights or Leased Items are included or excluded in the sale; and (4) to consult with legal counsel if there are other matters in this transaction for which legal counsel should be engaged and consulted. Such consultations must be done timely as this Contract has strict time limits, including deadlines, that must be complied with.

20. TIME OF ESSENCE, DEFAULT AND REMEDIES. Time is of the essence for all dates and deadlines in this Contract. This means that all dates and deadlines are strict and absolute. If any payment due, including Earnest Money, is not paid, honored or tendered when due, or if any obligation is not performed timely as provided in this Contract or waived, the non-defaulting party has the following remedies:

20.1. If Buyer is in Default:

☐ **20.1.1. Specific Performance.** Seller may elect to cancel this Contract and all Earnest Money (whether or not paid by Buyer) will be paid to Seller and retained by Seller. It is agreed that the Earnest Money is not a penalty, and the parties agree the amount is fair and reasonable. Seller may recover such additional damages as may be proper. Alternatively, Seller may elect to treat this Contract as being in full force and effect and Seller has the right to specific performance or damages, or both.

CTMeContracts.com - ©2024 MRI Software LLC

20.1.2. Liquidated Damages, Applicable. This § 20.1.2. applies unless the box in § 20.1.1. is checked. Seller may cancel this Contract. All Earnest Money (whether or not paid by Buyer) will be paid to Seller and retained by Seller. It is agreed that the Earnest Money amount specified in § 4.1. is LIQUIDATED DAMAGES and not a penalty, which amount the parties agree is fair and reasonable and (except as provided in §§ 10.4. and 21), such amount is SELLER'S ONLY REMEDY for Buyer's failure to perform the obligations of this Contract. Seller expressly waives the remedies of specific performance and additional damages.

20.2. If Seller is in Default:

20.2.1. Specific Performance, Damages or Both. Buyer may elect to treat this Contract as canceled, in which case all Earnest Money received hereunder will be returned to Buyer and Buyer may recover such damages as may be proper. Alternatively, in addition to the per diem in § 17 (Possession) for failure of Seller to timely deliver possession of the Property after Closing occurs, Buyer may elect to treat this Contract as being in full force and effect and Buyer has the right to specific performance or damages, or both.

20.2.2. Seller's Failure to Perform. In the event Seller fails to perform Seller's obligations under this Contract, to include, but not limited to, failure to timely disclose Association violations known by Seller, failure to perform any replacements or repairs required under this Contract or failure to timely disclose any known adverse material facts, Seller remains liable for any such failures to perform under this Contract after Closing. Buyer's rights to pursue the Seller for Seller's failure to perform under this Contract are reserved and survive Closing.

21. LEGAL FEES, COST AND EXPENSES. Anything to the contrary herein notwithstanding, in the event of any arbitration or litigation relating to this Contract, prior to or after **Closing Date**, the arbitrator or court must award to the prevailing party all reasonable costs and expenses, including attorney fees, legal fees and expenses.

22. MEDIATION. If a dispute arises relating to this Contract (whether prior to or after Closing) and is not resolved, the parties must first proceed, in good faith, to mediation. Mediation is a process in which the parties meet with an impartial person who helps to resolve the dispute informally and confidentially. Mediators cannot impose binding decisions. Before any mediated settlement is binding, the parties to the dispute must agree to the settlement, in writing. The parties will jointly appoint an acceptable mediator and will share equally in the cost of such mediation. The obligation to mediate, unless otherwise agreed, will terminate if the entire dispute is not resolved within thirty days of the date written notice requesting mediation is delivered by one party to the other at that party's last known address (physical or electronic as provided in § 26). Nothing in this Section prohibits either party from filing a lawsuit and recording a *lis pendens* affecting the Property, before or after the date of written notice requesting mediation. This Section will not alter any date in this Contract, unless otherwise agreed.

23. EARNEST MONEY DISPUTE. Except as otherwise provided herein, Earnest Money Holder must release the Earnest Money following receipt of written mutual instructions, signed by both Buyer and Seller. In the event of any controversy regarding the Earnest Money, Earnest Money Holder is not required to release the Earnest Money. Earnest Money Holder, in its sole subjective discretion, has several options: (1) wait for any proceeding between Buyer and Seller; (2) interplead all parties and deposit Earnest Money into a court of competent jurisdiction (Earnest Money Holder is entitled to recover court costs and reasonable attorney and legal fees incurred with such action); or (3) provide notice to Buyer and Seller that unless Earnest Money Holder receives a copy of the Summons and Complaint or Claim (between Buyer and Seller) containing the case number of the lawsuit (Lawsuit) within one hundred twenty days of Earnest Money Holder's notice to the parties, Earnest Money Holder is authorized to return the Earnest Money to Buyer. In the event Earnest Money Holder does receive a copy of the Lawsuit and has not interpled the monies at the time of any Order, Earnest Money Holder must disburse the Earnest Money pursuant to the Order of the Court. The parties reaffirm the obligation of § 22 (Mediation). This Section will survive cancellation or termination of this Contract.

24. TERMINATION.

CTMeContracts.com - ©2024 MRI Software LLC

24.1. Right to Terminate. If a party has a right to terminate, as provided in this Contract (Right to Terminate), the termination is effective upon the other party's receipt of a written notice to terminate (Notice to Terminate), provided such written notice was received on or before the applicable deadline specified in this Contract. If the Notice to Terminate is not received on or before the specified deadline, the party with the Right to Terminate accepts the specified matter, document or condition as satisfactory and waives the Right to Terminate under such provision.

24.2. Effect of Termination. In the event this Contract is terminated, and all Earnest Money received hereunder is timely returned to Buyer, the parties are relieved of all obligations hereunder, subject to §§ 10.4. and 21.

25. ENTIRE AGREEMENT, MODIFICATION, SURVIVAL; SUCCESSORS. This Contract, its exhibits and specified addenda, constitute the entire agreement between the parties relating to the subject hereof and any prior agreements pertaining thereto, whether oral or written, have been merged and integrated into this Contract. No subsequent modification of any of the terms of this Contract is valid, binding upon the parties, or enforceable unless made in writing and signed by the parties. Any right or obligation in this Contract that, by its terms, exists or is intended to be performed after termination or Closing survives the same. Any successor to a party receives the predecessor's benefits and obligations of this Contract.

26. NOTICE, DELIVERY AND CHOICE OF LAW.

26.1. Physical Delivery and Notice. Any document or notice to Buyer or Seller must be in writing, except as provided in § 26.2. and is effective when physically received by such party, any individual named in this Contract to receive documents or notices for such party, Broker, or Brokerage Firm of Broker working with such party (except any notice or delivery after Closing must be received by the party, not Broker or Brokerage Firm).

26.2. Electronic Notice. As an alternative to physical delivery, any notice may be delivered in electronic form to Buyer or Seller, any individual named in this Contract to receive documents or notices for such party, Broker or Brokerage Firm of Broker working with such party (except any notice or delivery after Closing, cancellation or Termination must be received by the party, not Broker or Brokerage Firm) at the electronic address of the recipient by facsimile, email or ***ctme contracts***.

26.3. Electronic Delivery. Electronic Delivery of documents and notice may be delivered by: (1) email at the email address of the recipient, (2) a link or access to a website or server provided the recipient receives the information necessary to access the documents, or (3) facsimile at the facsimile number (Fax No.) of the recipient.

26.4. Choice of Law. This Contract and all disputes arising hereunder are governed by and construed in accordance with the laws of the State of Colorado that would be applicable to Colorado residents who sign a contract in Colorado for real property located in Colorado.

27. NOTICE OF ACCEPTANCE, COUNTERPARTS. This proposal will expire unless accepted in writing, by Buyer and Seller, as evidenced by their signatures below and the offering party receives notice of such acceptance pursuant to § 26 on or before **Acceptance Deadline Date** and **Acceptance Deadline Time**. If accepted, this document will become a contract between Seller and Buyer. A copy of this Contract may be executed by each party, separately and when each party has executed a copy thereof, such copies taken together are deemed to be a full and complete contract between the parties.

28. GOOD FAITH. Buyer and Seller acknowledge that each party has an obligation to act in good faith including, but not limited to, exercising the rights and obligations set forth in the provisions of **Financing Conditions and Obligations**; **Title Insurance, Record Title and Off-Record Title**; **New ILC, New Survey**; and **Property Disclosure, Inspection, Indemnity, Insurability Due Diligence and Source of Water**.

ADDITIONAL PROVISIONS AND ATTACHMENTS

CTMeContracts.com - ©2024 MRI Software LLC

29. ADDITIONAL PROVISIONS. (The following additional provisions have not been approved by the Colorado Real Estate Commission.)

A. This contract shall be null and void unless the Buyer`s board of directors adopts a resolution authorizing this contract at its June 28, 2024 meeting. If Buyer`s board fails to authorize this Contract at its June 28, 2024 meeting, Land Title Guarantee Company shall refund the Earnest Money to Buyer on or before July 3, 2024.

B. Seller shall cause the Title Commitment and all notices from Seller to be sent to Buyer`s attorney, David Leinsdorf, 215 Elk Avenue, Crested Butte, CO 81224-0187. david81224@gmail.com

C. Shall read: "Seller agrees to select Land Title Guarantee Company at BUYERS expense. BUYER pays for any and all expenses including but not limited to all transfer and closing fess, title preparation, deed letter of good standing, LLC resolution, statement of authority, owners title policy, recording fees and any and all fess associated with this closing.. SELLER has and will have no costs...

D. Buyer and seller acknowledge that Seller is conveying the Property to Buyer in an "As Is" condition, "Where Is" and "With All Faults."

E. BUYER IS RESPONSIBLE FOR PAYING THE COMMISSION TO THE BROKER

30. OTHER DOCUMENTS.

30.1. Documents Part of Contract. The following documents **are a part** of this Contract:

n/a

30.2. Documents Not Part of Contract. The following documents have been provided but are **not** a part of this Contract:

n/a

Signatures

Scott Truex

_____ Date: ***5/27/2024***

Buyer: ***Gunnison Valley Transportation Authority***
By: Scott Truex

[NOTE: If this offer is being countered or rejected, do not sign this document.]

_____ Date: _____

CTMeContracts.com - ©2024 MRI Software LLC

Seller: ***LandWest LLC, a Colorado limited liability company***
By: Sandra J Cosentino, Managing Member

END OF CONTRACT TO BUY AND SELL REAL ESTATE

BROKER'S ACKNOWLEDGMENTS AND COMPENSATION DISCLOSURE.

A. Broker Working With Buyer

Broker ☐ **Does** ☒ **Does Not** acknowledge receipt of Earnest Money deposit. Broker agrees that if Brokerage Firm is the Earnest Money Holder and, except as provided in § 23, if the Earnest Money has not already been returned following receipt of a Notice to Terminate or other written notice of termination, Earnest Money Holder will release the Earnest Money as directed by the written mutual instructions. Such release of Earnest Money will be made within five days of Earnest Money Holder's receipt of the executed written mutual instructions, provided the Earnest Money check has cleared.

Broker is working with Buyer as a ☐ **Buyer's Agent** ☒ **Transaction-Broker** in this transaction.

☐ **Customer.** Broker has no brokerage relationship with Buyer. See § B for Broker's brokerage relationship with Seller.

Brokerage Firm's compensation or commission is to be paid by ☐ **Listing Brokerage Firm** ☒ **Buyer** ☐ **Other** .

This Broker's Acknowledgements and Compensation Disclosure is for disclosure purposes only and does NOT create any claim for compensation. Any compensation agreement between the brokerage firms must be entered into separately and apart from this provision.

Brokerage Firm's Name: ***The Clarke Agency Inc***

Brokerage Firm's License #: ***EC.000078020***

Joshua Townsend

Date: ***5/25/2024***

Broker's Name: ***Joshua Townsend***

Broker's License #: ***IA.100056269***

Address: ***241 N. Main Street Gunnison, CO 81230***

Phone No.: ***970-641-0511***

Fax No.: ***970-641-9252***

Email Address: ***josh@clarkeagency.net***

CTMeContracts.com - ©2024 MRI Software LLC

B. Broker Working with Seller

Broker ☐ **Does** ☒ **Does Not** acknowledge receipt of Earnest Money deposit. Broker agrees that if Brokerage Firm is the Earnest Money Holder and, except as provided in § 23, if the Earnest Money has not already been returned following receipt of a Notice to Terminate or other written notice of termination, Earnest Money Holder will release the Earnest Money as directed by the written mutual instructions. Such release of Earnest Money will be made within five days of Earnest Money Holder's receipt of the executed written mutual instructions, provided the Earnest Money check has cleared.

Broker is working with Seller as a ☐ **Seller's Agent** ☒ **Transaction-Broker** in this transaction.

☐ **Customer.** Broker has no brokerage relationship with Seller. See § A for Broker's brokerage relationship with Buyer.

Brokerage Firm's compensation or commission is to be paid by ☐ **Seller** ☒ **Buyer** ☐ **Other** .

This Broker's Acknowledgements and Compensation Disclosure is for disclosure purposes only and does NOT create any claim for compensation. Any compensation agreement between the brokerage firms must be entered into separately and apart from this provision.

Brokerage Firm's Name: ***The Clarke Agency Inc***

Brokerage Firm's License #: ***EC.000078020***

_____ Date: _____

Broker's Name: ***Joshua Townsend***

Broker's License #: ***IA.100056269***

Address: ***241 N Main Street Gunnison, CO 81230***

Phone No.:

Fax No.:

Email Address: ***josh@clarkeagency.net***

CBS4-6-23. CONTRACT TO BUY AND SELL REAL ESTATE (LAND)

CTM eContracts - ©2024 MRI Software LLC - All Rights Reserved

The Clarke Agency Inc
Joshua Townsend
Ph: 970-641-0511 Fax: 970-641-9252

The printed portions of this form, except differentiated additions, have been approved by the Colorado Real Estate Commission. (CP40-6-21) (Mandatory 1-22)

THIS FORM HAS IMPORTANT LEGAL CONSEQUENCES AND THE PARTIES SHOULD CONSULT LEGAL AND TAX OR OTHER COUNSEL BEFORE SIGNING.

COUNTERPROPOSAL

Date: ***5/30/2024***

1. This Counterproposal supersedes and replaces any previous counterproposal. This Counterproposal amends the proposed contract dated ***5/25/2024*** (Contract) between ***LandWest LLC, a Colorado limited liability company*** (Seller) and ***Gunnison Valley Transportation Authority*** (Buyer) relating to the sale and purchase of the following legally described real estate in the County of ***Gunnison***, Colorado (insert legal description):
LOTS 21-24, BLOCK 147, WEST GUNNISON
known as: ***301 US Highway 50 , Gunnison, CO 81230*** (Property).

NOTE: If the table is omitted, or if any item is left blank or is marked in the "No Change" column, it means no change to the corresponding provision of the Contract. If any item is marked in the "Deleted" column, it means that the corresponding provision of the Contract to which reference is made is deleted.

2. § 3.1. Dates and Deadlines. [**Note:** This table may be omitted if inapplicable.]

Item No.	Reference	Event	Date or Deadline		No Change	Deleted
1	§ 3	Time of Day Deadline	***no change***			
2	§ 3	Alternative Earnest Money Deadline	***no change***			
		Title				
3	§ 8	Record Title Deadline (and Tax Certificate)	***no change***			
4	§ 8	Record Title Objection Deadline	***no change***			
5	§ 8	Off-Record Title Deadline	***no change***			
6	§ 8	Off-Record Title Objection Deadline	***no change***			
7	§ 8	Title Resolution Deadline	***no change***			
8	§ 8	Third Party Right to Purchase/Approve Deadline	***no change***			
		Owners' Association				
9	§ 7	Association Documents Deadline	***no change***			
10	§ 7	Association Documents Termination Deadline	***no change***			
		Seller's Disclosures				
11	§ 10	Seller's Property Disclosure Deadline	***no change***			
12	§ 10	Lead-Based Paint Disclosure Deadline	***no change***			
		Loan and Credit				
13	§ 5	New Loan Application Deadline	***no change***			
14	§ 5	New Loan Terms Deadline	***no change***			
15	§ 5	New Loan Availability Deadline	***no change***			
16	§ 5	Buyer's Credit Information Deadline	***no change***			
17	§ 5	Disapproval of Buyer's Credit Information Deadline	***no change***			
18	§ 5	Existing Loan Deadline	***no change***			

CTMeContracts.com - ©2024 MRI Software LLC

19	§ 5	Existing Loan Termination Deadline	*no change*			
20	§ 5	Loan Transfer Approval Deadline	*no change*			
21	§ 4	Seller or Private Financing Deadline	*no change*			
		Appraisal				
22	§ 6	Appraisal Deadline	*no change*			
23	§ 6	Appraisal Objection Deadline	*no change*			
24	§ 6	Appraisal Resolution Deadline	*no change*			
		Survey				
25	§ 9	New ILC or New Survey Deadline	*no change*			
26	§ 9	New ILC or New Survey Objection Deadline	*no change*			
27	§ 9	New ILC or New Survey Resolution Deadline	*no change*			
		Inspection and Due Diligence				
28	§ 2	Water Rights Examination Deadline	*no change*			
29	§ 8	Mineral Rights Examination Deadline	*no change*			
30	§ 10	Inspection Termination Deadline	*no change*			
31	§ 10	Inspection Objection Deadline	*no change*			
32	§ 10	Inspection Resolution Deadline	*no change*			
33	§ 10	Property Insurance Termination Deadline	*no change*			
34	§ 10	Due Diligence Documents Delivery Deadline	*no change*			
35	§ 10	Due Diligence Documents Objection Deadline	*no change*			
36	§ 10	Due Diligence Documents Resolution Deadline	*no change*			
37	§ 10	Environmental Inspection Objection Deadline (CBS2, 3, 4)	*no change*			
38	§ 10	ADA Evaluation Termination Deadline (CBS2, 3, 4)	*no change*			
39	§ 10	Conditional Sale Deadline	*no change*			
40	§ 10	Lead-Based Paint Termination Deadline	*no change*			
41	§ 11	Estoppel Statements Deadline (CBS2, 3, 4)	*no change*			
42	§ 11	Estoppel Statements Termination Deadline (CBS2,3,4)	*no change*			
		Closing and Possession				
43	§ 12	**Closing Date**	*7/15/2024*	Monday		
44	§ 17	Possession Date	*7/15/2024*	Monday		
45	§ 17	Possession Time	*no change*			
46	*n/a*	*n/a*	*no change*			
47	*n/a*	*n/a*	*no change*			

3. § 4. PURCHASE PRICE AND TERMS. [Omitted as inapplicable]

4. ATTACHMENTS. The following are a part of this Counterproposal:

no change

Note: The following documents have been provided but are **not** a part of this Counterproposal:

no change

5. OTHER CHANGES.

2.6 Dirt piles on the Property, Seller has the option to remove the dirt piles at seller`s expense prior to September 30, 2024 or the dirt piles become the property of the Buyer at that time.

6. ACCEPTANCE DEADLINE. This Counterproposal expires unless accepted in writing by Seller and Buyer as evidenced by their signatures below and the offering party to this document receives notice

CTMeContracts.com - ©2024 MRI Software LLC

of such acceptance on or before ***05/31/2024 @ noon MST***.
Date Time

If accepted, the Contract, as amended by this Counterproposal, will become a contract between Seller and Buyer. All other terms and conditions of the Contract remain the same.

Sandra J Cosentino, Managing Member Date: ***5/31/2024***

Seller: ***LandWest LLC, a Colorado limited liability company***
By: Sandra J Cosentino, Managing Member

Seller: _____ Date: _____

Scott Truex Date: ***5/30/2024***

Buyer: ***Gunnison Valley Transportation Authority***
By: Scott Truex

Buyer: _____ Date: _____

Note: When this Counterproposal form is used, the Contract is **not** to be signed by the party initiating this Counterproposal. Brokers must complete and sign the Broker's Acknowledgments and Compensation Disclosure portion of the Contract.

CP40-6-21. COUNTERPROPOSAL

CTM eContracts - ©2024 CTM Software Corp.

CTMeContracts.com - ©2024 MRI Software LLC

FREE BUS

WINTER 2024-2025

YOUR PUBLICLY FUNDED BUS SYSTEM

RTA **FREE BUS** – The 41 round-trip Winter Schedule starts on November 27th

FOR THE FULL SCHEDULE, INCLUDING ALL OF OUR BUS STOPS, PLEASE VISIT

WWW.GUNNISONVALLEYRTA.COM

The bus leaves from these selected stops at these times:

GUNNISON COMMUNITY SCHOOLS NORTHBOUND:

5:25 AM	8:00 AM	10:35 AM	1:45 PM	4:20 PM	7:40 PM
5:55 AM	8:30 AM	11:05 AM	2:15 PM	4:35 PM	8:10 PM
6:25 AM	8:45 AM	11:40 AM	2:30 PM	5:05 PM	8:45 PM
6:40 AM	9:00 AM	12:10 PM	3:00 PM	5:35 PM	9:15 PM
6:55 AM	9:15 AM	12:40 PM	3:15 PM	6:05 PM	9:45 PM
7:10 AM	9:35 AM	12:55 PM	3:30 PM	6:40 PM	10:15 PM
7:30 AM	10:05 AM	1:25 PM	3:50 PM	7:10 PM	

GUNNISON – SPENCER AND HWY 135 NORTHBOUND:

5:40 AM	8:15 AM	10:50 AM	2:00 PM	4:35 PM	7:55 PM
6:10 AM	8:45 AM	11:20 AM	2:30 PM	4:50 PM	8:25 PM
6:40 AM	9:00 AM	11:55 AM	2:45 PM	5:20 PM	9:00 PM
6:55 AM	9:15 AM	12:25 PM	3:15 PM	5:50 PM	9:30 PM
7:10 AM	9:30 AM	12:55 PM	3:30 PM	6:20 PM	10:00 PM
7:25 AM	9:50 AM	1:10 PM	3:45 PM	6:55 PM	10:30 PM
7:45 AM	10:20 AM	1:40 PM	4:05 PM	7:25 PM	

MT CRESTED BUTTE TRANSIT CENTER SOUTHBOUND:

6:40 AM	9:15 AM	11:50 AM	3:00 PM	5:35 PM	8:55 PM
7:10 AM	9:45 AM	12:20 PM	3:30 PM	5:50 PM	9:25 PM
7:40 AM	10:00 AM	12:55 PM	3:45 PM	6:20 PM	10:00 PM
7:55 AM	10:15 AM	1:25 PM	4:15 PM	6:50 PM	10:30 PM
8:10 AM	10:30 AM	1:55 PM	4:30 PM	7:20 PM	11:00 PM
8:25 AM	10:50 AM	2:10 PM	4:45 PM	7:55 PM	11:30 PM
8:45 AM	11:20 AM	2:40 PM	5:05 PM	8:25 PM	

CRESTED BUTTE 4-WAY STOP SOUTHBOUND:

6:48 AM	9:23 AM	11:58 AM	3:08 PM	5:43 PM	9:03 PM
7:18 AM	9:53 AM	12:28 PM	3:38 PM	5:58 PM	9:33 PM
7:48 AM	10:08 AM	1:03 PM	3:53 PM	6:28 PM	10:08 PM
8:03 AM	10:23 AM	1:33 PM	4:23 PM	6:58 PM	10:38 PM
8:18 AM	10:38 AM	2:03 PM	4:38 PM	7:28 PM	11:08 PM
8:33 AM	10:58 AM	2:18 PM	4:53 PM	8:03 PM	11:38 PM
8:53 AM	11:28 AM	2:48 PM	5:13 PM	8:33 PM	

CB SOUTH – RED MOUNTAIN PARK NORTHBOUND:

6:06 AM	8:41 AM	11:16 PM	2:26 PM	5:01 PM	8:21 PM
6:36 AM	9:11 AM	11:46 PM	2:56 PM	5:16 PM	8:51 PM
7:06 AM	9:26 AM	12:21 PM	3:11 PM	5:46 PM	9:26 PM
7:21 AM	9:41 AM	12:51 PM	3:41 PM	6:16 PM	9:56 PM
7:36 AM	9:56 AM	1:21 PM	3:56 PM	6:46 PM	10:26 PM
7:51 AM	10:16 PM	1:36 PM	4:11 PM	7:21 PM	10:56 PM
8:11 AM	10:46 PM	2:06 PM	4:31 PM	7:51 PM	

CB SOUTH – RED MOUNTAIN PARK SOUTHBOUND:

7:00 AM	9:35 AM	12:10 PM	3:20 PM	5:55 PM	9:15 PM
7:30 AM	10:05 AM	12:40 PM	3:50 PM	6:10 PM	9:45 PM
8:00 AM	10:20 AM	1:15 PM	4:05 PM	6:40 PM	10:20 PM
8:15 AM	10:35 AM	1:45 PM	4:35 PM	7:10 PM	10:50 PM
8:30 AM	10:50 AM	2:15 PM	4:50 PM	7:40 PM	11:20 PM
8:45 AM	11:10 AM	2:30 PM	5:05 PM	8:15 PM	11:50 PM
9:05 AM	11:40 AM	3:00 PM	5:25 PM	8:45 PM	

All buses are wheelchair accessible. For more information or lost & found, please call 970-641-4111.

MEMO

June 28, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: 2025 Commuter Bus RFP Process

Board Members,

Our contract with Alpine Express to run our Commuter Bus Service will enter its last extension in November and we will need to go through a new RFP process for service starting in November, 2025. We've begun work on the new RFP and before we get too far, I want to make sure that this meets with your expectations.

Since we now own two facilities, nine housing units, updated bus stops, a more modern fleet, and we are running about seven times the service hours than we were when we last went through this process, the RFP will need to be totally re-written and while I may be able to use the last RFP as a template, I will be looking at other agencies RFPs to guide me in this process.

Here's the timeline that I recommend for going through the RFP process:

- Summer/Fall, 2024 – Staff creates the draft RFP and vets it with our attorney
- December, 2024 Board Meeting – Board reviews RFP and makes edits
- January, 2025 Board Meeting – Board approves revised RFP
- February, 2025 – Issue RFP
- February, 2025 – Pre-proposal meeting
- March, 2025 – Written questions due
- March, 2025 – Amendments to the RFP and/or answers to questions issued
- April, 2025 – Proposals Due and Administrative Screening
- April, 2025 – Interview Proposers if needed
- May, 2025 Board Meeting – Successful proposer chosen and notified
- November, 2025 – New contract starts

During this agenda item, I would like to hear your thoughts on this RFP process and the proposed timeline and would like approval to move forward to get this RFP drafted.

Thank you,
Scott Truex
Executive Director

MEMO

June 28, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Process for entering into a new contract for air service consulting

Board Members,

Our current contract with Airplanners, LLC for the services of Bill Tomcich expires at the end of this year. We have typically entered into two-year contracts with Airplanners and each contract had an option for either the RTA or Airplanners to terminate the contract with 30-days' notice.

The current contract was executed in September, 2022 after board discussions regarding the process for handling the air service contracts. Airplanners was in the process of transferring its ownership since Kent Myers was retiring and there were several unknowns at that time. Therefore, the Board asked to discuss the process before we begin this new contracting cycle.

Since the Airplanners contract will be coming up for discussion this fall, I would like to request direction on how you want to proceed to get a new contract in place. I believe that there are two options:

- We can negotiate the compensation and scope of work with Airplanners for another contract, and if successful, we can enter into that contract; or,
- We can go through an RFQ process to choose a consultant which could be Airplanners or could be another company.

My recommendation is that we try to negotiate another contract with Airplanners. They have been working with the Gunnison Air program since before the RTA was formed more than 20 years ago. I believe that this experience with our air program is invaluable to our community and that our air program has been successful in a very large part due to Bill and Airplanners.

Since the RTA doesn't have any employees, I consider Bill, Leia, and myself to be the RTA "staff". We each have small companies which contract with the RTA for our individual services to represent the RTA and complete the RTA's business. We work very well together and I think it would be beneficial to the RTA to continue to collaborate with Bill.

These are my thoughts, but I understand that Bill works directly for the Board and that this is your decision. I look forward to getting direction on the process you would like to follow to handle the air service contract.

Thank you,
Scott Truex
Executive Director

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

August 9, 2024 at 8:00 a.m.
In the Crested Butte Council Chambers located in the Crested Butte Town Offices, 507 Maroon Avenue in Crested Butte.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.com/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – AUGUST 9, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 8:00 A.M.

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF JUNE 28, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus operating and capital planning project update – Scott Truex
6) Bus service update – Scott Truex and Kim Bolling
7) Gunnison Enhanced Bus Stop and GVRTA Offices – update and set time for joint work-session with the Gunnison City Council – Scott Truex
8) Air service update – Bill Tomcich

8:45 G. PUBLIC COMMENT PERIOD

8:50 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:55 I. NEW BUSINESS
1) Request for approval of bus window art – Crested Butte Avalanche Center – Karen Williams & Scott Truex – **motion and decision requested**
2) Impacts of Houston winter MRG contract to the valley economy – Scott Truex & Bill Tomcich
3) Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service **– possible motion & decision requested**
4) Acceptance of the 2023 Audit of the financial statements of the Gunnison Valley Transportation Authority – Scott Truex – **motion & decision requested**
5) Elect GVRTA Treasurer – Scott Truex **– motion & decision requested**
6) CB South bus stop paving project – request for additional funds – Scott Truex **– motion & decision requested**

7) Purchase of new buses – Scott Truex **– motion & decision requested**
8) Comments on Whetstone Sketch Plan Land Use Application – Scott Truex **– motion & decision requested**
9) Proposed new GVRTA Organizational Chart, accountability process for Airplanners, and GVRTA Bus Operations Manager – discussion and **possible motion & decision requested**

10:05 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – September 20, 2024 at 8:00 a.m. in the Gunnison County Courthouse

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

June 28, 2024

Gunnison County Commissioners Meeting Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Laura Puckett Daniels, Steve Morris, Ian Billick, Diego Plata, Anna Fenerty, Matt Schwartz and Liz Smith (ZOOM)

Also present are Scott Truex, Rick Lamport, Bill Tomcich, Dean Herrara, Landon Ogilvie, and community members

CONSENT AGENDA

- B. ADOPTION OF THE AGENDA
- C. APPROVAL OF MAY 17, 2024 MEETING MINUTES
- D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- E. CORRESPONDENCE
- F. OLD BUSINESS
  - 1) Air program reports
  - 2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Anna Fenerty seconded the motion. ***The motion passed unanimously.***

REGULAR AGENDA

F. OLD BUSINESS

1) Review and possible authorization of window art on buses for GVHEAT

Anna Fenerty ***moved to approve the window art on buses for GVHEAT.*** Laura Puckett Daniel seconded the motion. ***The motion passed unanimously.***

2) Bus operating and capital planning project update

Mikhail Kaminer presented to the board the results of the Winter survey and provided an update on current summer survey activity, feedback highlights, and next steps.

3)Airport Update

Rick Lamport reported that the ramp project was completed this Monday and that the taxiway project will also be happening (FAA grant, depending). He said that the airport goes through a Title VI program and that he will be sharing the results with the board. Rick reported that the ground power units at the airport that will be powered by the electrical service at the airport have been purchased, making the C02 zero. Rick was happy to report that Bar 76 is running great and is expanding to provide a grab-and-go and general merchandise at the airport.

4)Tourism and Prosperity Partnership Association (TAPP)
No update.

5)Bus service update
Scott Truex said he should have an update on the grant applications by the September board meeting. Truex reported that bus ridership is 24% up and that staffing issues have been mostly resolved. Landon Ogilvie from Alpine Express updated the board on the hiring process, including the CDL schooling. Alpine Express also reported that one housing unit is still available. Scott reported that the RTA has had many mechanical issues with our buses lately, with our biggest problem being delays in receiving parts. We have received feedback from riders that they are very happy with the new bike racks.

6)Air Service Update
Bill Tomcich updated the board on the May service results, which ended up very good for GUC, with a load factor of 68% and a 100% completion rate. For summer, Bill reported that overall, we are on pace with last year's pace; however, July is still pacing 9% behind, and August is pacing 14% ahead. JSX has also increased service from Dallas with nine flights per week. In May, JSX only ran a 35% load factor. For next winter, Bill reported that United will continue with twice daily and some additional weekend flights. Under an MRG agreement, Houston will also be running its typical winter service. A discussion regarding the future of the MRG ensued.

G. PUBLIC COMMENT PERIOD
Eddie Avila, the airport mechanic, updated the board on his work, including his current audits. United and Skywest are very happy with his service. Rick Lamport also wanted to publicly thank Eddie for his work and service and remind the board that the airport contributes $120,000.000 to the community every year.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Scott Truex reported that we submitted our Insurance with CIRSA, and our audit is also due.

I. New Business

1) Resolution #2, Series 2024 A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY
   Ian Billick ***moved to adopt Resolution #2, Series 2024 A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.*** Anna Fenerty seconded the motion. ***The motion passed unanimously.***

2) Gunnison Enhanced Bus Stop and GVRTA Offices
   Scott Truex said that the next step is to meet with the Gunnison City Council, and the board will be updated at the August meeting.

3) Winter 2024-2025 Bus Schedule
   Ian Billick ***moved to approve the 2024-2025 Winter Bus Schedule as presented***. Anna Fenerty seconded the motion. ***The motion passed unanimously.***

4) RFP Process for choosing a contractor for Commuter Bus Service beginning in November 2025
   Scott Truex asked if the board had any concerns about the process, and the discussion followed. Truex reported that a new contract will likely be for one year with four or five extensions due to TABOR. The Board discussed the possibility of adding metrics for success to any new contract. Truex will bring a first draft of the RFP to the November meeting.

5) Discussion regarding air service consulting contract for 2025-26
   Liz Smith feels that a periodic RFQ assures the board that they are fulfilling their responsibility. Ian Billick asked why it is set up as a consulting role rather than a staffing approach. Scott Truex spoke about the history of staffing at the RTA. Ian Billick does not recommend an RFQ process. Laura Puckett Daniels questioned the staffing structure as a whole. Anna Fenerty recommends adding to the contract language about an annual review. Janet Farmer recommends not going through the RFQ process but instead looking at creating an org chart. Steve Morris agreed with the plan to move forward without an RFQ. Scott Truex will include a discussion on the next agenda about potential changes to the organizational chart of the RTA and an accountability process for Airplanners.

The meeting adjourned at 10:12 am.

June, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on July 31, 2024 with information provided by the County Finance Department and shows posted revenues through May, 2024 and expenditures through June, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	**$ 471,261.32**	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000	**$ 503,628.53**	3.8%	3.9%	$ 503,629
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000	**$ 518,936.20**	-3.5%	-3.5%	$ 518,936
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000	**$ 300,108.43**	1.0%	1.1%	$ 300,108
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000	**$ 389,755.94**	5.1%	4.9%	$ 389,756
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000				$ 544,420
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 753,805
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,167
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,949	$ 516,000				$ 528,948
Year-to-date	**$ 1,875,712**	**$ 2,190,259**	**$ 2,162,106**	**$ 2,162,000**	**$ 2,183,690.42**	**1.0%**	**1.0%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,980**	**$ 5,996,000**		**1.3%**	**0.4%**	**$ 6,074,563**

Gunnison Valley Transportation Authority

Financial Report - June, 2024

	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 2,183,690.42**	**$ 5,996,000**	**$ 78,563**	**$ 6,074,563**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 2,183,690.42	$ 4,313,000	$ 378,563	$ 4,691,563
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 2,183,690.42	**$ 5,996,000**	**$ 78,563**	**$ 6,074,563**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - June, 2024	YTD Actual	2024 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	$ 1,732,918	$ 1,924,030	$ (191,112)	$ 1,732,918
Revenues				
Sales Tax Revenues	$ 2,183,690.42	$ 4,313,000	$ 378,563	$ 4,691,563
Sales Tax - Clerk	$ 24,094.08	$ 36,000	$ 6,000	$ 42,000
Interest Charges	$ (366.49)	$ 2,700	$ (1,900)	$ 800
Other Fines	$ (911.90)	$ 16,000	$ (8,000)	$ 8,000
Rental Income	$ 52,306.49	$ 97,000	$ 8,000	$ 105,000
Earnings on Investments	$ 68,950.45	$ 60,000	$ 40,000	$ 100,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ 359,512.00	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 2,687,275.05**	**$ 4,884,212**	**$ 422,663**	**$ 5,306,875**
Expenditures:				
Postage	$ 9.50	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 559.00	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 6,382.34	$ 40,000	$ 1,000	$ 41,000
Travel - Transportation	$ -	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ 147.83	$ 6,000	$ (3,000)	$ 3,000
Travel - Lodging	$ -	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ 3,721.67	$ 8,000	$ 2,000	$ 10,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 54,429.36	$ 92,000	$ 5,000	$ 97,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 30,052.04	$ 67,000	$ (3,000)	$ 64,000
Management Services - TMS	$ 56,784.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ -	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ 9,356.04	$ 31,000	$ (1,000)	$ 30,000
County Treasurer's Fees	$ 27,205.27	$ 75,000	$ (9,000)	$ 66,000
Late Night Taxi Donation	$ 37,894.68	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 4,806.26	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships	$ 22,402.07	$ 23,000	$ -	$ 23,000
Auditing	$ -	$ 9,000	$ 1,500	$ 10,500
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 2,339.16	$ 10,000	$ (6,000)	$ 4,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 6,610.02	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 56,784.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 42,542.55	$ 133,000	$ (48,000)	$ 85,000
5311 - O CNG Fuel	$ 187,759.15	$ 400,000	$ (23,000)	$ 377,000
5311 - O Repair & Maintenance - Vehicles	$ 269,301.45	$ 605,000	$ 20,000	$ 625,000
5311 - O Purchased Transportation Services	$ 1,519,666.60	$ 2,850,000	$ 260,000	$ 3,110,000
Total Expenditures	**$ 2,359,040.39**	**$ 4,650,528**	**$ 183,395**	**$ 4,833,923**
Ending General Fund Balance	**$ 2,061,153**	**$ 2,157,714**	**$ 48,156**	**$ 2,205,870**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - June, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - C Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ 110,043.12	$ -	$ 110,043	$ 110,043
Housing/Land Purchases	$ 812,632.96	$ -	$ 812,623	$ 812,623
Capital Improvements	$ -	$ 125,000	$ 10,000	$ 135,000
Total Expenditures	$ 922,676.08	$ 125,000	$ 932,666	$ 1,057,666
Ending Fund Balance	$ 390,960	$ 1,551,663	$ (795,693)	$ 755,970
Report shows posted revenues through May and expenditures through June.				
Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.				

GVRTA Air Command Fund Financial Report - June, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant	$ -	$ 300,000	$ (300,000)	$ -
Total Revenues	$ -	$ 1,050,000	$ (600,000)	$ 450,000
Expenditures:				
Airline Guarantees - Winter	$ 521,954.03	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 57,959.09	$ 102,000	$ (1,000)	$ 101,000
Payment to Airport for Airline Mechanic Subsidy	$ -	$ 45,000	$ 3,000	$ 48,000
Airline Guarantees - Summer	$ -	$ 600,000	$ (600,000)	$ -
Total Expenditures	$ 579,913.12	$ 1,268,954	$ (598,000)	$ 670,954
Ending Fund Balance	$ 1,620,485	$ 1,980,511	$ (1,067)	$ 1,979,444
Report shows posted revenues through May and expenditures through June.				
Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.				

GVRTA Senior Transportation Fund Financial Report - June, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses	$ 91,986.60	$ 120,000	$ (6,221)	$ 113,779
Contracted Services	$ 181,522.64	$ 400,000	$ -	$ 400,000
Total Expenditures	$ 273,509.24	$ 520,000	$ (6,221)	$ 513,779
Ending Fund Balance	$ 163,881	$ 349,262	$ 7,349	$ 356,611
Report shows posted revenues through May and expenditures through June.				
Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - June, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	**$ 5,684,342**	**$ 5,736,420**	**$ (52,078)**	**$ 5,684,342**
Revenues:	$ 2,687,275	$ 6,867,212	$ (177,337)	$ 6,689,875
Expenditures:	$ 4,135,139	$ 6,564,482	$ 511,840	$ 7,076,322
Ending Fund Balance	**$ 4,236,478**	**$ 6,039,150**	**$ (741,255)**	**$ 5,297,895**
Report shows posted revenues through May and expenditures through June.				
Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.				

GVRTA Summary of all Funds Financial Report - June, 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,732,918	$ 2,061,153	$ 2,157,714	$ 48,156	$ 2,205,870
Capital Reserve Fund Balance	$ 1,313,636	$ 390,960	$ 1,551,663	$ (795,693)	$ 755,970
Air Command Fund Balance	$ 2,200,398	$ 1,620,485	$ 1,980,511	$ (1,067)	$ 1,979,444
Senior Transportation Fund Balance	$ 437,390	$ 163,881	$ 349,262	$ 7,349	$ 356,611
Total Fund Balance	**$ 5,684,342**	**$ 4,236,478**	**$ 6,039,150**	**$ (741,255)**	**$ 5,297,895**
Report shows posted revenues through May and expenditures through June.					
Report prepared by Scott Truex with information from the County Finance department on July 31, 2024.					

RTA Board of Directors Meeting, August 9, 2024

Air Program Report – Bill Tomcich

June Results (Actual):

- **United – Reliability and OTP:** 100% completion factor, 82.8% on-time.
- **United – Passenger Numbers:** 7,465 total onboards, up +17% over last June, and just a small fraction shy of the prior record June in 2022. Monthly load factor was an impressive 79.2%.
- **JSX:** 22 total arrivals and departures, up from 19 last June. 837 total onboards, up +6% over 791 last June. 63.4% load factor this June versus 69.4% last June.
- **Total Passengers Combined:** 8,302 – a new June record for GUC.

July Results (Actual less non-revs for Mesa and JSX #'s):

- **United – Reliability and OTP:** 98.7% completion factor (one Mesa cxl from IAH), 83.1% on-time.
- **United – Passenger Numbers:** 8,326 total onboards, up + 1.7% over last July. Monthly load factor was a very impressive 80.8% overall, not yet including Mesa non-revs.
- **Effects of Hot Weather on Seats Held:** There were a total of 1,035 "seats held" from sale this July, versus 380 last July. If we subtract those seats held from the total July capacity, this year's effective load factor against seats that were available to sell was 89.8%, versus 88.8% in July 2023.
- **JSX –** TBD pending their July landing report.

Future Summer Bookings (as of July 29): With a strong June, summer overall (defined as June – September) is now pacing +6% ahead of last year. To briefly summarize current pacing by month:

- **August:** Pacing +8% ahead of last year.
- **September:** Pacing -3% behind last year.

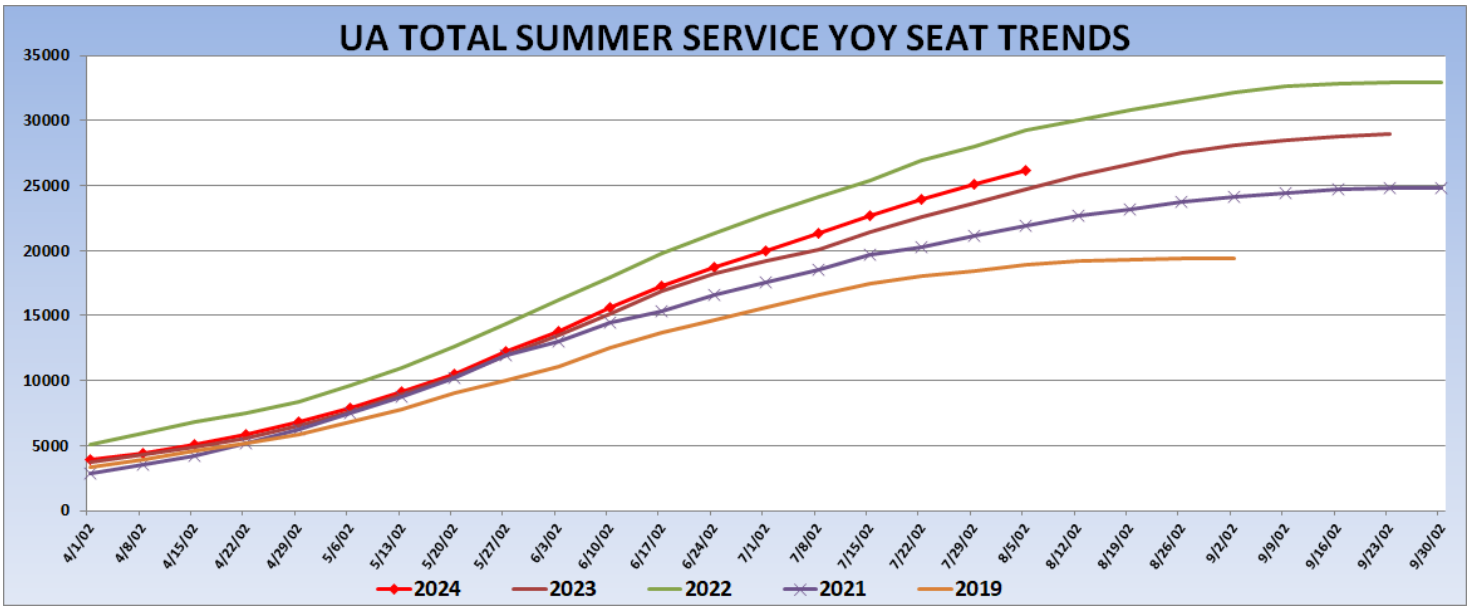
Fall Bookings: October and November combined are pacing +53% ahead with United doubling capacity from one daily flight to two.

Future Schedules:

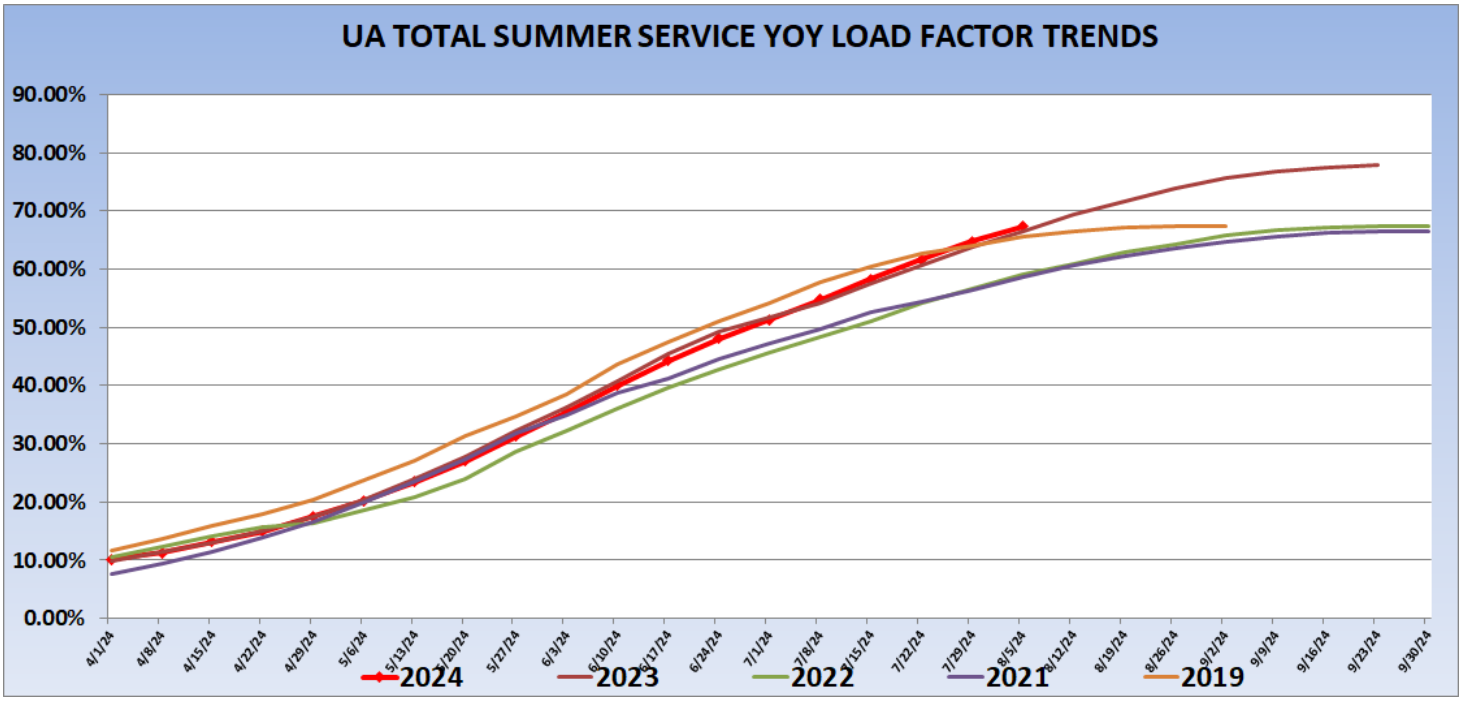
- **United from DEN:** 15x/week (2x daily + 3rd flight on Saturdays) through September 21, then 2x daily throughout the rest of the Fall and through December 18. A third daily flight from DEN is now scheduled to begin December 19 and has just been extended through the January schedules, which run through February 12. United is now expected to continue this 3x daily pattern through March with an upcoming schedule revision.
- **United from IAH:** 2x/week (Fri/Sat in, Sat/Sun out) June 28 – August 18. Daily winter flights resume December 19.
- **American from DFW:** Scheduled to resume winter service with 2x daily starting Dec 19, reducing to one flight daily from Jan 7 onward.
- **JSX from DAL:** 9x/week through August 19, then 5x/week through September 30. Winter flights are now scheduled to resume December 19.

Air Program Reports – Summer, 2024 as of 8/5/24

All Flights – Total Seats Sold vs. previous years



All Flights – Total Load Factor vs. previous years



Bus program reports – June/July, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March	48,338	2,519	2,921	84,601	31	19.2	1,559.3	41,003	19.2	1,322.7	**7,335**	**17.9%**
April	23,103	2,081	2,335	67,593	30	11.1	770.1	16,010	9.4	533.7	**7,093**	**44.3%**
May	19,030	2,023	2,296	66,871	31	9.4	613.9	15,315	8.9	494.0	**3,715**	**24.3%**
June	26,340	1,933	2,198	63,852	30	13.6	878.0	21,130	12.6	704.3	**5,210**	**24.7%**
July	34,747	2,012	2,313	66,898	31	17.3	1,120.9	26,599	15.4	858.0	**8,148**	**30.6%**
August												
September												
October												
November												
December												
Total	**248,805**	**15,409**	**17,761**	**512,396**	**213**	**16.1**	**1,168.1**	**199,242**			**49,563**	**24.9%**

Passengers by Stop – Spring/Summer/Fall 2024

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																			
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	23	1,128	269	732	933	676	1,177	396	735	885	132	90	180	514	395	50	40	54	223	8,214
May	31	1,413	322	1,066	1,157	1,082	1,388	404	916	1,206	261	199	191	863	526	61	83	42	352	11,006
June	30	2,044	521	899	1,545	1,351	2,123	538	1,090	1,657	520	312	333	1,499	565	122	142	84	711	15,491
July	31	2,026	568	1,094	1,840	1,843	2,666	849	1,424	1,950	889	304	481	2,384	691	204	335	102	1,368	20,327
August																				
September																				
October																				
November																				
Total	**115**	**6,611**	**1,680**	**3,791**	**5,475**	**4,952**	**7,354**	**2,187**	**4,165**	**5,698**	**1,802**	**905**	**1,185**	**5,260**	**2,177**	**437**	**600**	**282**	**2,654**	**55,038**
Avg / Day		**57.5**	**14.6**	**33.0**	**47.6**	**43.1**	**63.9**	**19.0**	**36.2**	**49.5**	**15.7**	**7.9**	**10.3**	**45.7**	**18.9**	**3.8**	**5.2**	**2.5**	**23.1**	**478.6**

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
April	23	1,266	2,826	29	121	159	478	534	216	81	565	159	5,900
May	31	1,383	4,305	51	198	211	615	991	160	134	734	233	8,024
June	30	2,386	6,068	82	235	272	606	1,455	268	111	531	290	10,849
July	31	3,578	7,828	85	304	393	788	2,041	388	131	602	323	14,420
August													
September													
October													
November													
Total	**115**	**8,613**	**21,027**	**247**	**858**	**1,035**	**2,487**	**5,021**	**1,032**	**457**	**2,432**	**1,005**	**39,193**
Avg / Day		**74.9**	**182.8**	**2.1**	**7.5**	**9.0**	**21.6**	**43.7**	**9.0**	**4.0**	**21.1**	**8.7**	**340.8**

Passenger Boardings by Time – Spring/Summer/Fall 2024

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2024

Departing	Northbound									
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	42	49	86	154					331
5:51 AM	76	153	238	468					935
6:21 AM	208	293	542	676					1,719
6:56 AM	390	736	1,104	1,435					3,665
7:26 AM	361	523	708	996					2,588
7:56 AM	322	541	707	1,023					2,593
8:26 AM	251	311	542	707					1,811
9:01 AM	279	332	563	766					1,940
9:31 AM	251	342	462	600					1,655
10:01 AM	213	307	397	501					1,418
10:31 AM	205	280	570	719					1,774
11:01 AM	174	250	463	485					1,372
11:36 AM	196	243	492	581					1,512
12:06 PM	183	286	391	527					1,387
12:36 PM	234	327	543	729					1,833
1:06 PM	260	365	520	584					1,729
1:41 PM	410	360	536	722					2,028
2:11 PM	311	380	606	794					2,091
2:41 PM	362	485	611	764					2,222
3:11 PM	304	362	583	616					1,865
3:46 PM	465	649	593	669					2,376
4:16 PM	390	457	500	735					2,082
4:46 PM	362	432	536	733					2,063
5:16 PM	320	443	504	612					1,879
5:46 PM	245	284	399	494					1,422
6:16 PM	216	317	306	466					1,305
6:51 PM	233	288	355	543					1,419
7:21 PM	233	258	282	446					1,219
7:51 PM	190	248	241	419					1,098
8:21 PM	205	192	306	313					1,016
8:56 PM	114	211	245	455					1,025
9:26 PM	101	181	210	269					761
9:56 PM	108	121	350	326					905
Total	**8,214**	**11,006**	**15,491**	**20,327**	**-**	**-**	**-**	**-**	**55,038**

Departing	Southbound									
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	97	110	131	185					523
7:10 AM	206	257	122	148					733
7:40 AM	144	209	201	340					894
8:15 AM	112	149	150	147					558
8:45 AM	108	150	139	130					527
9:15 AM	98	89	149	151					487
9:45 AM	97	107	177	320					701
10:20 AM	106	159	189	239					693
10:50 AM	169	144	192	243					748
11:20 AM	174	212	255	289					930
11:50 AM	139	194	224	259					816
12:20 PM	165	192	293	298					948
12:55 PM	153	190	257	348					948
1:25 PM	153	224	270	337					984
1:55 PM	197	284	235	376					1,092
2:25 PM	216	271	418	402					1,307
3:00 PM	250	319	427	537					1,533
3:30 PM	259	326	479	579					1,643
4:00 PM	454	631	709	894					2,688
4:30 PM	368	549	618	833					2,368
5:05 PM	396	708	1,038	1,196					3,338
5:35 PM	232	386	542	723					1,883
6:05 PM	207	278	507	670					1,662
6:35 PM	147	273	318	401					1,139
7:05 PM	145	146	254	381					926
7:35 PM	167	163	243	397					970
8:10 PM	154	194	320	485					1,153
8:40 PM	161	253	305	421					1,140
9:10 PM	169	283	495	550					1,497
9:40 PM	141	168	394	469					1,172
10:20 PM	125	176	291	739					1,331
11:00 PM	118	91	264	480					953
11:30 PM	73	139	243	453					908
Total	**5,900**	**8,024**	**10,849**	**14,420**	**-**	**-**	**-**	**-**	**39,193**
Overall Total	**14,114**	**19,030**	**26,340**	**34,747**	**-**	**-**	**-**	**-**	**94,231**

Average Riders per Bus - Spring, Summer, Fall, 2024

Departing	Northbound									
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	1.8	1.6	2.9	5.0					2.9
5:51 AM	3.3	4.9	7.9	15.1					8.1
6:21 AM	9.0	9.5	18.1	21.8					14.9
6:56 AM	17.0	23.7	36.8	46.3					31.9
7:26 AM	15.7	16.9	23.6	32.1					22.5
7:56 AM	14.0	17.5	23.6	33.0					22.5
8:26 AM	10.9	10.0	18.1	22.8					15.7
9:01 AM	12.1	10.7	18.8	24.7					16.9
9:31 AM	10.9	11.0	15.4	19.4					14.4
10:01 AM	9.3	9.9	13.2	16.2					12.3
10:31 AM	8.9	9.0	19.0	23.2					15.4
11:01 AM	7.6	8.1	15.4	15.6					11.9
11:36 AM	8.5	7.8	16.4	18.7					13.1
12:06 PM	8.0	9.2	13.0	17.0					12.1
12:36 PM	10.2	10.5	18.1	23.5					15.9
1:06 PM	11.3	11.8	17.3	18.8					15.0
1:41 PM	17.8	11.6	17.9	23.3					17.6
2:11 PM	13.5	12.3	20.2	25.6					18.2
2:41 PM	15.7	15.6	20.4	24.6					19.3
3:11 PM	13.2	11.7	19.4	19.9					16.2
3:46 PM	20.2	20.9	19.8	21.6					20.7
4:16 PM	17.0	14.7	16.7	23.7					18.1
4:46 PM	15.7	13.9	17.9	23.6					17.9
5:16 PM	13.9	14.3	16.8	19.7					16.3
5:46 PM	10.7	9.2	13.3	15.9					12.4
6:16 PM	9.4	10.2	10.2	15.0					11.3
6:51 PM	10.1	9.3	11.8	17.5					12.3
7:21 PM	10.1	8.3	9.4	14.4					10.6
7:51 PM	8.3	8.0	8.0	13.5					9.5
8:21 PM	8.9	6.2	10.2	10.1					8.8
8:56 PM	5.0	6.8	8.2	14.7					8.9
9:26 PM	4.4	5.8	7.0	8.7					6.6
9:56 PM	4.7	3.9	11.7	10.5					7.9
Total	**10.8**	**10.8**	**15.6**	**19.9**					**14.5**

Departing	Southbound									
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	4.2	3.5	4.4	6.0					4.5
7:10 AM	9.0	8.3	4.1	4.8					6.4
7:40 AM	6.3	6.7	6.7	11.0					7.8
8:15 AM	4.9	4.8	5.0	4.7					4.9
8:45 AM	4.7	4.8	4.6	4.2					4.6
9:15 AM	4.3	2.9	5.0	4.9					4.2
9:45 AM	4.2	3.5	5.9	10.3					6.1
10:20 AM	4.6	5.1	6.3	7.7					6.0
10:50 AM	7.3	4.6	6.4	7.8					6.5
11:20 AM	7.6	6.8	8.5	9.3					8.1
11:50 AM	6.0	6.3	7.5	8.4					7.1
12:20 PM	7.2	6.2	9.8	9.6					8.2
12:55 PM	6.7	6.1	8.6	11.2					8.2
1:25 PM	6.7	7.2	9.0	10.9					8.6
1:55 PM	8.6	9.2	7.8	12.1					9.5
2:25 PM	9.4	8.7	13.9	13.0					11.4
3:00 PM	10.9	10.3	14.2	17.3					13.3
3:30 PM	11.3	10.5	16.0	18.7					14.3
4:00 PM	19.7	20.4	23.6	28.8					23.4
4:30 PM	16.0	17.7	20.6	26.9					20.6
5:05 PM	17.2	22.8	34.6	38.6					29.0
5:35 PM	10.1	12.5	18.1	23.3					16.4
6:05 PM	9.0	9.0	16.9	21.6					14.5
6:35 PM	6.4	8.8	10.6	12.9					9.9
7:05 PM	6.3	4.7	8.5	12.3					8.1
7:35 PM	7.3	5.3	8.1	12.8					8.4
8:10 PM	6.7	6.3	10.7	15.6					10.0
8:40 PM	7.0	8.2	10.2	13.6					9.9
9:10 PM	7.3	9.1	16.5	17.7					13.0
9:40 PM	6.1	5.4	13.1	15.1					10.2
10:20 PM	5.4	5.7	9.7	23.8					11.6
11:00 PM	5.1	2.9	8.8	15.5					8.3
11:30 PM	3.2	4.5	8.1	14.6					7.9
Total	**7.8**	**7.8**	**11.0**	**14.1**					**10.3**
Overall Total	**9.3**	**9.3**	**13.3**	**17.0**					**12.4**

Spring, Summer, Fall - 2024 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	5	754	0.7%	97.1%	99.1%	99.1%	0.1%	0.8%
May	31	1,023	16	1,007	1.6%	96.5%	98.4%	98.5%	0.8%	0.7%
June	30	990	23	967	2.3%	93.3%	98.7%	99.4%	0.4%	0.2%
July	31	1,023	20	1,003	2.0%	85.5%	97.1%	99.1%	0.5%	0.4%
August										
September										
October										
November										
Total	**115**	**3,795**	**64**	**3,731**	**1.7%**	**92.8%**	**98.3%**	**99.0%**	**0.5%**	**0.5%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	6	753	0.8%	96.5%	98.4%	98.7%	0.3%	1.1%
May	31	1,023	14	1,009	1.4%	93.1%	96.3%	97.6%	0.3%	2.1%
June	30	990	26	964	2.6%	89.4%	97.5%	98.8%	0.3%	0.9%
July	31	1,023	14	1,009	1.4%	85.6%	95.3%	97.5%	0.5%	2.0%
August										
September										
October										
November										
Total	**115**	**3,795**	**60**	**3,735**	**1.6%**	**90.8%**	**96.8%**	**98.1%**	**0.3%**	**1.6%**

Average:	**1.6%**	**91.8%**	**97.5%**	**98.6%**	**0.4%**	**1.0%**

Late/Missed Runs – June, 2024

6/1-6/30/2024

Date	Late run	Missed Runs	Reason/Incident
Jun-6		4:30 PM SB, 5:46 PM NB & 7:05 PM SB	MECHANICAL
Jun-6		4:16 PM NB & 5:35 PM SB	MECHANICAL
Jun-7		6:51 PM NB& 8:10 PM SB, 8:56 PM NB& 10:20 PM SB	SICK DRVR
Jun-8		12:36 PM NB& 1:55 PM SB,5:46 PM NB& 7:05 PM SB	MECHANICAL / DRIVER SHORTAGE
Jun-9	4:46 PM NB	3:11 PM NB & 4:30 PM SB	HAD TO FUEL-STARTED 5:05 PM//XLD-MECHANICAL
Jun-10	5:21 AM NB		STARTED AT 5:38 AM-NO NOTE WHY
Jun-13		3:30 PM SB	MECHANICAL
Jun-16		5:21 AM NB & 6:40 PM SB, 7:26 AM NB & 8:45 AM SB	DRIVER ILLNESS
Jun-16		6:56 AM NB & 8:15 AM SB, 9:01 AM NB & 10:20 AM SB	MECHANICAL
Jun-17		6:21 AM NB & 7:40 AM SB/ 8:56 PM NB	DRIVER ILLNESS / MECHANICAL
Jun-22	5:21 AM NB		ALARM DIDN'T GO OFF DRVR STARTED RUN AT 5:41 AM
Jun-23		6:21 AM NB & 7:40 AM SB	
Jun-24		2:25 PM SB, 3:11 PM NB & 4:30 PM SB, 5:16 PM NB & 6:35 PM SB	MECHANICAL / DRIVER SHORTAGE
Jun-24		1:41 PM NB & 3:00 PM SB, 3:46 PM NB & 5:05 PM SB	DRIVER ILLNESS
Jun-25	5:21 AM NB, 5:05 PM SB, 5:35 PM SB	5:16 PM & 6:35 PM SB	MISCOMMUNICATIN
Jun-29		8:56 PM NB & 10:20 PM SB	DRIVER SHORTAGE
Jun-30		5:51 AM NB & 7:10 AM SB, 10:31 AM NB & 11:50 AM SB	DRIVER ILLNESS
Jun-30		12:36 PM NB & 1:55 PM SB, 1:06 PM NB	DRIVER ILLNESS / LATE DRIVER

GVRTA 2024 Emissions Analysis – Through May

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March	48,338	2,519	18,320	1,675	138,416	624,843	486,428	10.063	94	9,421	9,327	0.193	36,405	0.753
April	23,103	2,081	14,083	1,502	108,587	298,642	190,055	8.226	82	4,503	4,421	0.191	27,985	1.211
May	19,030	2,023	10,812	1,756	89,506	245,992	156,486	8.223	89	3,709	3,619	0.190	21,486	1.129
June	26,340	1,933	13,135	729	94,444	340,485	246,041	9.341	46	5,134	5,088	0.193	26,102	0.991
July														
August														
September														
October														
November														
December														
Total	**214,058**	**13,397**	**89,290**	**11,101**	**704,553**	**2,767,031**	**2,062,477**	**9.635**	**588**	**41,720**	**41,132**	**0.192**	**177,436**	**0.829**

Automobile emissions vs. GVRTA bus emissions:

4.07 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 4.45 average GVRTA bus trips.

The RTA averaged 16.0 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 52.590 Kg of CO2 emissions and 0.0439 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March	10,412	0	10,510	9,822	1,172	9,963	10,965	10,496	11,027	9,442	1,744	85,553	84,601
April	7,039	406	6,655	1,543	6,346	8,736	7,520	9,142	10,336	8,919	3,712	70,354	67,593
May	8,258	2,311	1,351	0	8,091	6,657	4,013	8,123	8,555	9,301	10,524	67,184	66,871
June	4,047	0	3,054	1	9,436	6,243	7,505	10,168	9,928	9,433	4,859	64,674	63,852
July													
August													
September													
October													
November													
December													
Total	**42,381**	**20,607**	**34,645**	**21,305**	**43,087**	**47,235**	**49,495**	**51,550**	**59,604**	**57,453**	**25,536**	**452,898**	**445,498**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**597,483**	**589,713**	**486,961**	**424,315**	**408,066**	**448,330**	**328,312**	**222,065**	**111,645**	**109,075**			

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March	$ 1,039	$ -	$ 1,743	$ 1,086	$ 3,722	$ 682	$ 1,314	$ 1,890	$ 1,806	$ 3,199	$ 13,285	$ 29,766
April	$ 6,791	$ 1,700	$ 4,695	$ 1,654	$ 3,782	$ 5,048	$ 7,825	$ 7,265	$ -	$ 227	$ 20,020	$ 59,007
May	$ 3,161	$ 8,622	$ 3,046	$ 552	$ 3,572	$ 1,944	$ 3,301	$ -	$ 454	$ -	$ 21,617	$ 46,269
June	$ 1,956	$ 5,420	$ 227	$ -	$ 683	$ 8,205	$ 1,634	$ 1,398	$ 799	$ 1,060	$ 21,578	$ 42,960
July											$ -	
August											$ -	
September											$ -	
October											$ -	
November											$ -	
December											$ -	
Total	**$ 21,090**	**$ 18,906**	**$ 19,103**	**$ 7,718**	**$ 13,633**	**$ 22,062**	**$ 15,354**	**$ 17,376**	**$ 4,813**	**$ 6,323**	**$ 122,924**	**$ 269,302**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March	1,085	247	1,332	3,631	3,719	7,350	$ 24,582	$ 7,802	$ 32,384
April	1,088	258	1,346	3,689	3,902	7,591	$ 27,536	$ 8,173	$ 35,709
May	929	220	1,149	3,380	5,411	8,791	$ 24,510	$ 9,206	$ 33,716
June	940	197	1,137	2,938	2,976	5,914	$ 19,455	$ 7,373	$ 26,828
July									
August									
September									
October									
November									
December									
Total	**6,232**	**1,354**	**7,586**	**19,994**	**21,369**	**41,363**	**$ 144,643**	**$ 44,254**	**$ 188,897**

YOUR LOCAL SOURCE FOR ACCURATE
AVALANCHE AND WEATHER INFORMATION
IN THE GUNNISON VALLEY.

CBAC

CB**AVALANCHE**CENTER.ORG



MEMO

August 9, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Houston flights – impact to valley economy

Board Members,

Per your request, Bill and I have created an analysis of the United winter Houston air service's impacts to our valley. Jeff Moffett and other TAPP staff were helpful in creating this analysis.

In the winter of 2023–24, there were approximately 5,300 round-trip travelers who flew on the Houston flight.

According to our winter 22-23 survey, 74% of these people were visitors who averaged 5.5 days per visit. The survey showed that they spent an average of $258 per person per day while here. Adding inflation from the time of the survey to last winter, we've used $270 as an average in these calculations.

5,300 round-trip passengers **X** 74% visitors **X** 5.5 days **X** $270 daily spend **= $5,824,170.**

Therefore, our MRG payment of $521,954 allowed this flight to increase economic activity as measured by direct spending in the valley by a factor of more than ten. This spending went to local businesses which created jobs, so there is a multiplier on the economic impacts to the valley. We estimate this multiplier to be 45% so the total impact to the economy could be as high as $8,400,000.

Seventeen percent of the trips on the flight were made by second homeowners. The direct economic impact from second homeowners using the flight is likely about 50% of a visitor since they have lodging and might not spend as much per day at restaurants. Assuming (conservatively) that second homeowners spent an average of seven days per visit, then the direct spend would be about $850,000 and $1,200,000 with the multiplier.

Therefore, we estimate that the winter Houston flight has an economic impact of approximately $9,600,000 to the annual spending in the valley.

This analysis doesn't take into account the benefit to locals using the flight – which accounted for approximately nine percent of the passengers or the fact that second homeowners also contribute to the economy other ways such as through property taxes, donations to non-profits, employing locals to take care of their properties, etc.

It is hard to know how many people would choose not to fly to Gunnison through Denver or Dallas if the Houston program didn't exist, but 80% of the passengers on the Houston flight did not consider other airports than GUC when choosing to fly here. To us that means that the non-stop service is important in their choice.

So, for an estimate, if half of the non-residents using the flight chose not to fly to Gunnison due to a lack of a non-stop flight, we could expect a reduction of about $5,000,000 in annual spending in the valley.

The GVRTA's cost per round-trip passenger in 2024 was $97.68 and the impact to the economy from each non-resident is likely over $2,000.

Bill and I look forward to this discussion at the meeting.

Thank you,
Scott Truex
Executive Director

McMahan and Associates, L.L.C.
Certified Public Accountants and Consultants

Chapel Square, Bldg C
245 Chapel Place, Suite 300
P.O. Box 5850, Avon, CO 81620

Web Site: www.mcmahancpa.com
Main Office: (970) 845-8800
Facsimile: (970) 845-8108
E-mail: mcmahan@mcmahancpa.com

To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

We have audited the financial statements of the Gunnison Valley Transportation Authority (the "Authority") for the year ended December 31, 2023. Professional standards require that we provide you with the following information related to our audit.

Qualitative Aspects of Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in the Notes to the Financial Statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. There are no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate affecting the financial statements was:

> Estimated useful lives for depreciation on fixed assets: Management's estimate is based on industry practice and experience. We evaluated the key factors and assumptions used to develop the useful lives used in determining depreciation and found that it is reasonable in relation to the financial statements taken as a whole.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no misstatements detected as a result of audit procedures which were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial, accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, which could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

As is required in an audit engagement we have requested certain representations from management that are included in the management representation letter.

Tax Credits

On June 14, 2023, the Inflation Reduction Act was modified to allow local governments to receive tax credit refunds even though they are not required to pay income taxes. Under the new elective pay rules a government may qualify for a refund for one of the following activities:

- Clean Vehicle Credits. If your government purchased a plug-in electric vehicle that draws significant propulsion from an electric motor, you may be eligible for a maximum credit of $7,500 for qualified vehicles with gross vehicle weight of under 14,000 pounds and $40,000 for all other vehicles. This includes passenger vehicles, buses, and ambulances.
- Charging infrastructure. If your government expended funds for charging infrastructure on your property, you may qualify for a refundable tax credit.
- Solar, geothermal or wind generation projects that have been completed in 2023 or are going to be completed by year end. This can include solar panels on government owned buildings.

There are several steps required if the District qualifies and we can assist with the application.

This report is intended solely for the information and use of the Board of Directors, management, and others within the Authority and is not intended to be, and should not be, used by anyone other than those specified parties.

Sincerely,

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 11, 2024

Gunnison Valley Transportation Authority

Financial Report

December 31, 2023

Gunnison Valley Transportation Authority
Financial Report
December 31, 2023

Table of Contents

	Page
INDEPENDENT AUDITOR'S REPORT	A1 – A3
Management's Discussion and Analysis	B1 – B4
Basic Financial Statements:	
Balance Sheet/Statement of Net Position	C1
Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities	C2
Statement of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual - General Fund	C3
Notes to the Financial Statements	D1 – D10
Single Audit Reports and Schedules:	
Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Governmental Auditing Standards*	E1 – E2
Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance Required by Uniform Guidance	E3 – E5
Schedule of Findings and Questioned Costs	E6
Schedule of Prior Audit Findings and Questioned Costs	E7
Schedule of Expenditures of Federal Awards	E8

McMahan and Associates, L.L.C.
Certified Public Accountants and Consultants

Chapel Square, Bldg C
245 Chapel Place, Suite 300
P.O. Box 5850, Avon, CO 81620

Web Site: www.mcmahancpa.com
Main Office: (970) 845-8800
Facsimile: (970) 845-8108
E-mail: mcmahan@mcmahancpa.com

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

Report on the Audit of the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the major fund of Gunnison Valley Transportation Authority GVTA (the "Authority"), as of and for the year ended December 31, 2023, which collectively comprise the Authority's basic financial statements as listed in the Table of Contents, and the related notes to the financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Gunnison Valley Transportation Authority, as of December 31, 2023, the respective changes in financial position and the respective budgetary comparison of the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Gunnison Valley Transportation Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Gunnison Valley Transportation Authority's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for one year after the date that the financial statements are issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis in Section B be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Gunnison Valley Transportation Authority's basic financial statements. The individual fund budgetary comparisons in Section E, and the Schedule of Expenditures of Federal Awards as required by *Title 2 U.S. Code of Federal Regulations, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* included in Section F are presented for purposes of additional analysis and are not a required part of the basic financial statements.
The individual fund budgetary comparisons, and the Schedule of Expenditures of Federal Awards are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information in Section E is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards,* we have also issued our report dated July 11, 2024 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and on compliance.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 11, 2024

MANAGEMENT'S DISCUSSION AND ANALYSIS

Gunnison Valley Transportation Authority

Management's Discussion and Analysis
December 31, 2023

As management of the Gunnison Valley Transportation Authority (the "Authority"), we offer readers of the Authority's financial statements this narrative summary of the financial activities of the Authority for the fiscal year ended December 31, 2023.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of two components: 1) financial statements; and 2) notes to the financial statements. These components are discussed below.

Financial Statements: The financial statements are designed to provide readers with an overview of the Authority's finances, from both a short-term fund perspective and a long-term economic perspective.

The Balance Sheet/Statement of Net Position presents information on all the Authority's assets and liabilities (both short-term and long-term), with the difference between the two reported as fund balance or net position. The Balance Sheet column presents the financial position focusing on short-term available resources and is reported on a modified accrual basis of accounting. The Statement of Net Position column presents the financial position focusing on long-term economic resources and is reported on a full accrual basis. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities shows how the Authority's fund balance and net position changed during the most recent fiscal year. Again, the Statement of Revenues, Expenditures and Changes in Fund Balance column focuses on short-term available resources and is reported on a modified accrual basis. The Statement of Activities column focuses on long-term economic resources and is reported on a full accrual basis.

The Authority adopts an annual appropriated budget for its only fund, the General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget.

The Authority's financial statements can be found in Section C of this report.

Notes to the Financial Statements: The notes provide a background of the entity, certain required statutes, and accounting policies utilized by the Authority. They also provide additional information that will aid in the interpretation of the financial statements. The Notes to the Financial Statements can be found in Section D of this report.

Financial Analysis of the Authority

Gunnison Valley Transportation Authority's Net Position

	12/31/23	12/31/22
Assets:		
Current assets	6,464,798	7,823,895
Capital assets	14,657,638	11,117,638
Total Assets	21,122,436	18,941,533
Liabilities:		
Current liabilities	780,456	1,021,472
Total Liabilities	780,456	1,021,472
Net Position:		
Investment in capital assets	14,657,638	11,117,638
Restricted	237,000	243,000
Unrestricted	5,447,342	6,559,423
Total Net Position	20,341,980	17,920,061

Between December 31, 2022 and 2023, total assets of the Authority increased by $2,180,903. Capital assets of the Authority increased by $3,540,000 during 2023 as additions to capitalized assets exceeded depreciation expense.

Between December 31, 2022 and 2023, total liabilities of the Authority decreased by $241,016. This change in liabilities is related to the timing of payments to vendors and typically varies on an annual basis.

Approximately 72% of the Authority's net position reflects its investment in capital assets, which include land, improvements and vehicles (e.g., buses). The Authority uses its capital assets to provide transportation services to its citizens; therefore, these assets are not available for future spending. Of the remaining $5,684,342 of net position, $237,000 has been restricted for emergencies. The remaining balance of $5,447,342 may be used to meet the Authority's ongoing obligations relating to its operations.

Financial Analysis of the Authority (continued)

The Authority's net position increased $2,421,919 from the prior year. This change is summarized below:

Gunnison Valley Transportation Authority
Change in Net Position

	2023	2022
Revenues:		
Transportation Authority sales tax	6,092,154	6,052,064
Department of Transportation grant	1,702,618	2,493,302
Other revenue	186,449	77,712
Earnings on investments	122,302	(168,438)
Total Revenues	8,103,523	8,454,640
Expenses:		
Operating supplies and miscellaneous	33,171	74
Professional services	749,701	676,239
Auditing	6,660	8,014
Sales tax collection fee	27,217	31,021
Contracted temporary labor	750	750
Airline guarantees	311,899	441,236
Ground transportation	2,605,067	1,976,252
Advertising and legal notices	8,261	9,007
Insurance and bonds	16,591	10,974
Repairs, maintenance and fuel	913,708	842,175
Meals and lodging	807	2,490
Dues and meetings	19,196	7,272
Building repairs and maintenance	18,623	24,614
Treasurer's fees	87,046	74,400
Depreciation	870,388	674,918
Administrative services	12,519	11,700
Total Expenses	5,681,604	4,791,332
Change in Net Position	2,421,919	3,663,308
Net Position:		
Beginning of the Year	17,920,061	14,256,753
End of the Year	20,341,980	17,920,061

In 2023, revenues decreased $351,117 from 2022 levels due to increases in sales taxes and grants for the year.

Transportation Authority sales taxes were again the most significant source of income. This revenue stream represents the 1% Transportation Authority sales tax passed by the voters; collections of the tax began in January 2003.

In 2023, expenses increased $890,272 from 2022 levels, which are a result of rising inflation costs for ground transportation and repair and maintenance costs.

Financial Analysis of the Authority (continued)

Expenses in 2023 totaled $5,681,604. The Authority's costs are approved by the Board. Administration of the Authority is also the responsibility of the Board and its officers. The largest expense during the year was for ground transportation of $2,605,067. The other significant expenses incurred for 2023 were airline guarantees; professional services; repairs, maintenance, and fuel; and depreciation expense.

Budget Variances in the General Fund:

The Authority's revenues were $655,105 greater than budget and expenditures were $1,860,356 under budget during fiscal year 2023.

Significant budget variances in the General Fund were as follows:

	Final Budget	Actual	Final Budget Variance Positive (Negative)	Reason
Revenues:				
Other revenue	92,000	566,449	474,449	Refund of deposit for Fading West project that was not completed and partial refund of JSX Airlines contract for Winter 2022/2023
Earnings on Investments	25,000	122,302	97,302	Improved interest rates and conservative budget
Expenditures:				
Airline guarantees	1,481,000	311,899	1,169,101	Airlines met min. revenue, the Authority was not required to pay airlines
Repairs, maintenance, and fuel	1,052,000	913,708	138,292	Over-budgeted for fuel costs and the price of gasoline, per gallon, was less than expected.
Capital outlay	5,375,000	4,790,388	584,612	Conservative budgeting, timing of project

Capital Assets

The Authority's capital assets increased $3,540,000 in 2023, as previously discussed, which includes land and bus purchases, and bus stop improvements. Additional information as well as a detailed classification of the Authority's net capital assets can be found in the Notes to the Financial Statements in Section D of this report.

Next Year's Budget

The Authority's General Fund balance at the end of the 2023 fiscal year totaled $5,684,342. The Authority's 2024 budget anticipates an increase in ending fund balance of $302,730. The 2024 budget anticipates revenues of $6,567,212 and expenditures of $6,264,482.

Request for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to:

Gunnison Valley Transportation Authority
200 E Virginia Ave.
Gunnison, CO 81230

BASIC FINANCIAL STATEMENTS

Gunnison Valley Transportation Authority
Balance Sheet/Statement of Net Position
December 31, 2023

	General Fund	Adjustments	Statement of Net Position
Assets:			
Cash and cash equivalents	5,549,299	-	5,549,299
Due from other governments	915,499	-	915,499
Capital assets, net	-	14,657,638	14,657,638
Total Assets	6,464,798	14,657,638	21,122,436
Liabilities:			
Warrants payable	780,456	-	780,456
Total Liabilities	780,456	-	780,456
Fund Balance/Net Position:			
Non-spendable:			
Spendable:			
Restricted for emergencies	237,000	(237,000)	-
Unassigned	5,447,342	(5,447,342)	-
Total Fund Balance	5,684,342	(5,684,342)	-
Total Liabilities and Fund Balance	6,464,798		
Net Position:			
Investment in capital assets		14,657,638	14,657,638
Restricted for emergencies		237,000	237,000
Unrestricted		5,447,342	5,447,342
Total Net Position		20,341,980	20,341,980

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance /
Statement of Activities
For the Year Ended December 31, 2023

	General Fund	Adjustments	Statement of Activities
Revenues:			
Transportation Authority sales tax	6,092,154	-	6,092,154
Department of Transportation grant	1,702,618	-	1,702,618
Other revenue	566,449	(380,000)	186,449
Earnings on investments	122,302	-	122,302
Total Revenues	8,483,523	(380,000)	8,103,523
Expenditures/Expenses:			
Operating supplies and miscellaneous	33,171	-	33,171
Professional services	749,701	-	749,701
Auditing	6,660	-	6,660
Sales tax collection fee	27,217	-	27,217
Contracted temporary labor	750	-	750
Airline guarantees	311,899	-	311,899
Ground transportation	2,605,067	-	2,605,067
Advertising and legal notices	8,261	-	8,261
Insurance and bonds	16,591	-	16,591
Repairs, maintenance, and fuel	913,708	-	913,708
Meals and lodging	807	-	807
Dues and meetings	19,196	-	19,196
Building repairs and maintenance	18,623	-	18,623
Treasurer's fees	87,046	-	87,046
Administrative services	12,519	-	12,519
Depreciation	-	870,388	870,388
Capital outlay	4,790,388	(4,790,388)	-
Total Expenditures/Expenses	9,601,604	(3,920,000)	5,681,604
Excess (Deficiency) of Revenues and Other Financing Sources Over Expenditures	(1,118,081)	1,118,081	-
Change Net Position	-	2,421,919	2,421,919
Fund Balance / Net Position:			
Beginning of the year	6,802,423		17,920,061
End of the year	5,684,342		20,341,980

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
General Fund
For the Year Ended December 31, 2023
(With Comparative Actual Amounts For the Year Ended 2022)

	2023			2022
	Original and Final Budget	Actual	Final Budget Variance Positive (Negative)	Actual
Revenues:				
Transportation Authority sales tax	6,032,000	6,092,154	60,154	6,052,064
Department of Transportation grant	1,679,418	1,702,618	23,200	2,493,302
Other revenue	92,000	566,449	474,449	77,712
Earnings on investments	25,000	122,302	97,302	(168,438)
Total Revenues	7,828,418	8,483,523	655,105	8,454,640
Expenditures:				
Operating supplies and miscellaneous	14,600	33,171	(18,571)	74
Professional services	750,200	749,701	499	676,239
Auditing	8,500	6,660	1,840	8,014
Sales tax collection fee	34,000	27,217	6,783	31,021
Contracted temporary labor	12,000	750	11,250	750
Airline guarantees	1,481,000	311,899	1,169,101	441,236
Ground transportation	2,555,000	2,605,067	(50,067)	1,976,252
Advertising and legal notices	20,000	8,261	11,739	9,007
Insurance and bonds	18,000	16,591	1,409	10,974
Repairs, maintenance, and fuel	1,052,000	913,708	138,292	842,371
Meals and lodging	12,000	807	11,193	2,490
Dues and meetings	22,000	19,196	2,804	7,272
Building repairs and maintenance	30,000	18,623	11,377	24,614
Treasurer's fees	65,000	87,046	(22,046)	74,400
Administrative services	12,660	12,519	141	11,700
Capital outlay	5,375,000	4,790,388	584,612	3,499,087
Total Expenditures	11,461,960	9,601,604	1,860,356	7,615,501
Change in Fund Balance:	(3,633,542)	(1,118,081)	2,515,461	839,139
Fund Balance - Beginning of Year		6,802,423		5,963,284
Fund Balance - End of Year		5,684,342		6,802,423

The accompanying notes are an integral part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS

I. Summary of Significant Accounting Policies

The Gunnison Valley Rural Transportation Authority (the "Authority") is a political subdivision incorporated under the laws of the State of Colorado. The purpose of the Authority is to fund and provide expanded mass transit and other transportation services including expanded air service in accordance with an intergovernmental agreement, explained below and in footnote V.A.1. – Intergovernmental Agreement.

The Authority was authorized on November 5, 2002, by Gunnison County's (the "County") electorate in a general election, which also established a sales tax within the Authority's boundaries. In 2015, the Authority's electorate approved to increase the sales tax within the Authority's boundaries to 1%. The Authority's boundaries include unincorporated Gunnison County, the Town of Crested Butte, the Town of Mt. Crested Butte, and the City of Gunnison. In order to improve intergovernmental efficiencies, the Authority has signed an intergovernmental agreement to establish a cooperative approach among the participating municipalities. This agreement is further explained in Note V.A.1. of these financial statements.

The Authority's financial statements are prepared in accordance with U.S. generally accepted accounting principles ("GAAP"), as applied to government units. The Governmental Accounting Standards Board ("GASB") is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The more significant accounting policies established by GAAP used by the Authority are discussed below.

A. Reporting Entity

The Authority is governed by an appointed Board, two by the Board of County Commissioners, two by the Gunnison City Council, two by the Town Council of Crested Butte and two appointed by the Town Council of Mt. Crested Butte. No additional separate governmental units, agencies, or non-profit corporations are included in the financial statements of the Authority since none were discovered to fall within the oversight responsibility based on the application of the following criteria: financial accountability, appointment of a voting majority of the organization's governing body, ability to impose its will on the organization, a potential for the organization to provide specific financial benefits or burdens and fiscal dependency.

The Authority has agreed to have Gunnison County provide administrative functions, including management of the Authority's finances. However, Gunnison County neither receives benefit nor carries any burden of the Authority; therefore, the Authority is not a component unit of Gunnison County.

B. Government-wide and Fund Financial Statements

The Authority's basic financial statements include both government-wide (reporting the Authority as a whole) and fund financial statements (reporting the Authority's major funds). Both the government-wide and fund financial statements categorize primary activities as either governmental (i.e., normally supported by taxes and intergovernmental revenues) or business-type (i.e., relying to a significant extent on fees and charges for support) activities. Currently, the Authority performs only governmental activities.

I. Summary of Significant Accounting Policies (continued)

B. Government-wide and Fund Financial Statements (continued)

1. Government-wide Financial Statements

In the Balance Sheet/Statement of Net Position, the Statement of Net Position column is reported on a full accrual, economic resource basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations. The Authority's net position is reported in three parts – invested in capital assets, restricted and unrestricted. The government-wide focus is on the sustainability of the Authority as an entity and the change in the Authority's net position resulting from the current year's activities.

2. Fund Financial Statements

The financial transactions of the Authority are reported in individual funds in the fund financial statements. Each fund is accounted for by providing a separate set of self-balancing accounts that comprises its assets, liabilities, reserves, fund equity, revenues and expenditures/expenses.

The fund focus is on current available resources and budget compliance.

The Authority reports only one fund - the General Fund - which accounts for all activities of the government. Transportation Authority sales tax revenues and other sources of revenue used to finance the fundamental operations of the Authority are included in this fund.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Measurement focus refers to whether financial statements measure changes in current resources only (current financial focus) or changes in both current and long-term resources (long-term economic focus). Basis of accounting refers to the point at which revenues, expenditures, or expenses are recognized in the accounts and reported in the financial statements.

1. Long-term Economic Focus and Accrual Basis

Governmental activities in the government-wide financial statements use the long-term economic focus and are presented on the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of the related cash flows.

2. Current Financial Focus and Modified Accrual Basis

The governmental fund financial statements use the current financial focus and are presented on the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recorded when susceptible to accrual; i.e., both measurable and available. "Available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period (i.e., 60 days). Expenditures are generally recognized when the related liability is incurred. The exception to this general rule is that principal and interest on general long-term debt, if any, is recognized when due.

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts

1. Cash and Cash Equivalents

Cash and cash equivalents include amounts in demand deposits as well as short-term investments with a maturity date within 3 months of the date acquired.

2. Receivables

Receivables are reported net of an allowance for uncollectible accounts. However, no allowance for uncollectible accounts has been established, as the Authority considers all accounts to be collectible.

3. Capital Assets

Capital assets, which include land, improvements, and vehicles, are reported in the government-wide financial statements. Capital assets are defined by the Authority as assets with an initial cost of $5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at historical cost.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Capital expenditures for projects are capitalized as projects are constructed and completed. Interest incurred during the construction phase, if applicable, is not capitalized as part of the value of the fixed asset.

Improvements are depreciated over forty years and equipment is depreciated over ten years using the straight-line method.

4. Categories and Classification of Fund Balance, and Net Position

Governmental accounting standards establishes fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of the resources reported in governmental funds. Fund balance classifications, include Non-spendable, Restricted, Committed, Assigned, and Unassigned. These classifications reflect not only the nature of funds, but also provide clarity to the level of restriction placed upon fund balance. Fund Balance can have different levels of restraint, such as external versus internal compliance requirements. Unassigned fund balance is a residual classification within the general fund. The general fund should be the only fund that reports a positive unassigned balance. In all other funds, unassigned is limited to negative residual fund balance.

The Authority classifies governmental fund balances as follows:

Non-spendable – includes fund balance amounts inherently non-spendable since they represent inventories, prepaid items, long-term portion of loans receivable, etc.

Restricted – includes fund balance amounts that are constrained for specific purposes which are externally imposed by providers, such as creditors or amounts constrained due to constitutional provisions or enabling legislation.

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts (continued)

4. Categories and Classification of Fund Balance, and Net Position (continued)

Spendable Fund Balance:

Committed – includes fund balance amounts that are constrained for specific purposes that are internally imposed by the government through formal action of the highest level of decision-making authority which is the Board of Directors.

Assigned – includes spendable fund balance amounts that are intended to be used for specific purposes that are neither considered restricted or committed. Fund Balance may be assigned by the Board of Directors or its management designee.

Unassigned – includes residual positive fund balance within the General Fund which has not been classified within the other categories mentioned above. Unassigned fund balance may also include negative balances for any governmental fund if expenditures exceed amounts restricted, committed, or assigned for those specific purposes.

The Authority uses restricted amounts to be spent first when both restricted and unrestricted fund balance is available unless there are legal documents/contracts that prohibit doing this, such as in grant agreements requiring dollar for dollar spending. Additionally, the Authority would first use committed, then assigned, and lastly unassigned amounts of unrestricted fund balance when expenditures are made.

The Authority does not have a formal minimum fund balance policy. However, the Authority's budget includes a calculation of a targeted reserve positions and management calculates targets and report them annually to the Board of Directors.

In the Balance Sheet/Statement of Net Position, net position represents the difference between assets and liabilities. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction, or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use either through enabling legislation adopted by the County or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. All other net position is reported as unrestricted.

I. Summary of Significant Accounting Policies (continued)

E. Significant Accounting Policies

1. Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reporting period. Actual results could differ from those estimates.

II. Reconciliation of Government-wide and Fund Financial Statements

A. Explanation of differences between the governmental fund Balance Sheet and the government-wide Statement of Net position

The governmental fund Balance Sheet/Statement of Net Position includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. $14,657,638 represents $18,863,478 of capital assets, net of accumulated depreciation of $4,205,841 at December 31, 2023.

B. Explanation of differences between the governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance and the government-wide Statement of Activities

The governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Governmental funds report capital outlays as expenditures when incurred. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. $870,388 represents depreciation expense related to capital assets and $4,790,388 related to capital asset additions in the current year.

III. Stewardship, Compliance, and Accountability

A. Budgets and Budgetary Accounting

In the fall of each year, the Authority's Board of Directors formally adopts a budget with appropriations by fund for the ensuing year pursuant to the Colorado Local Budget Law. The budget for the governmental fund is adopted on a basis consistent with U.S. GAAP. The Authority followed the required timetable noted below in preparing, approving, and enacting its budget for 2023.

(1) On or before October 15, 2022, the Authority submitted to the Board a recommended budget that detailed the revenues necessary to meet the Authority's operating requirements.

(2) After appropriate public notice and a required public hearing, the Board adopted the proposed budget and an appropriating resolution that legally appropriated expenditures for the upcoming year on or before December 15, 2022.

III. Stewardship, Compliance, and Accountability (continued)

A. Budgets and Budgetary Accounting (continued)

(3) After adoption of the initial budget resolution, the Authority may make the following changes: (a) it may approve supplemental appropriations to the extent of revenues in excess of the estimated in the budget; (b) it may approve emergency appropriations; and (c) it may reduce appropriations for which originally estimated revenues are insufficient.

All appropriations lapse at year end. The budgetary comparison statement reflects the original budget and the final budget after legally authorized revisions were made. During the year, there were no supplemental budget appropriations.

B. TABOR Amendment

In November 1992, Colorado voters amended Article X of the Colorado Constitution by adding Section 20, commonly known as the Taxpayer's Bill of Rights (“TABOR”). TABOR contains revenue, spending, tax and debt limitations that apply to the State of Colorado and local governments. TABOR requires, with certain exceptions, advance voter approval for any new tax, tax rate increases, a mill levy above that for the prior year, extension of any expiring tax, or tax policy change directly causing a net tax revenue gain to any local government.

Except for refinancing bonded debt at a lower interest rate or adding new employees to existing pension plans, TABOR requires advance voter approval for the creation of any multiple-fiscal year debt or other financial obligation unless adequate present cash reserves are pledged irrevocably and held for payments in all future fiscal years.

TABOR also requires local governments to establish emergency reserves to be used for declared emergencies only. Emergencies, as defined by TABOR, exclude economic conditions, revenue shortfalls, and salary or fringe benefit increases. These reserves are required to be 3% or more of fiscal year revenue. As required by TABOR, the Authority has reserved $237,000 of its fund balance in the General Fund for emergencies, which is the approximate required reserve at December 31, 2023.

The ballot question approved by voters on November 3, 2015, which increased the established Transportation Authority sales tax within the Authority’s boundaries to 1%, also authorized the Authority to collect and spend the proceeds of the tax, investment income, and all other revenues, without regard to the limitations imposed by TABOR, effective January 1, 2016.

The Authority’s management believes it is in compliance with the financial provisions of TABOR. However, TABOR is complex and subject to interpretation. Many of its provisions, including the interpretation of how to calculate fiscal year spending limits, will require judicial interpretation.

IV. Detailed Notes on All Funds

A. Deposits and Investments

At December 31, 2023, the Authority's cash and cash equivalents were held by the Gunnison County Treasurer as an agent, but not in the Authority's name.

The Gunnison County Treasurer follows Colorado statutes specifying specific investment instruments meeting defined rating criteria in which local governments may invest, which include:

- Obligations of the United States and certain U.S. government agency securities
- Certain international agency securities
- General obligation and revenue bonds of U.S. local government entities
- Banker's acceptances of certain banks
- Commercial paper
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market mutual funds
- Guaranteed investment contract
- Local government investment pools

Risk to the Authority's deposits is generally limited to Interest Rate Risk, Credit Risk, and Concentration of Credit Risk. The Authority seeks to minimize these risks as follows:

Interest Rate Risk. As a means of limiting its exposure to interest rate risk, the Authority, through investment by the County, restricts the maximum investment term to less than five years from the purchase date. As a result of the limited length of maturities the Authority has limited its interest rate risk.

Credit Risk. State law and Authority policy limit investments to those authorized by State statutes including U.S. Agencies and 2a7-like pools. The Authority's general investment policy is to apply the prudent-person rule: Investments are made as a prudent person would be expected to act, with discretion and intelligence, to seek reasonable income, preserve capital, and, in general, avoid speculative investments.

Concentration of Credit Risk. The Authority, through the County diversifies its investments by security type and institution. Investments may only be made in those financial institutions which are insured by the Federal Deposit Insurance Corporation, the Federal Home Mortgage Association, the Federal Savings and Loan Insurance Corporation, Congressionally authorized mortgage lenders and investments that are federally guaranteed.

B. Receivables

At December 31, 2023, the Authority's receivables of $915,499 were comprised primarily of 2023 sales tax remitted to the Authority in 2024.

IV. Detailed Notes on All Funds (continued)

C. Capital Assets

Capital asset activity for the year ended December 31, 2023, was as follows:

	1/1/23	Additions	Deletions	12/31/23
Governmental activities:				
Capital assets, not being depreciated:				
Land	$ 900,963	$ -	$ -	$ 900,963
Construction in progress	2,862,351	1,525,834	(380,000)	4,008,185
Total capital assets, not being depreciated	3,763,314	1,525,834	(380,000)	4,909,148
Capital assets, being depreciated:				
Improvements	787,083	74,145	-	861,228
Buildings	3,235,681	1,569,241	-	4,804,922
Vehicles	6,667,012	1,621,168	-	8,288,180
Total capital assets, being depreciated	10,689,776	3,264,554	-	13,954,330
Less accumulated depreciation for:				
Improvements	73,683	20,604	-	94,287
Buildings	149,936	187,938	-	337,874
Vehicles	3,111,834	661,846	-	3,773,680
Total accumulated depreciation	3,335,453	870,388	-	4,205,841
Total capital assets, being depreciated, net	7,354,323	2,394,166	-	9,748,489
Governmental activities capital assets, net	$ 11,117,637	$ 3,920,000	$ (380,000)	$ 14,657,637

V. Other Information

A. Agreements

1. Intergovernmental Agreement

Effective August 20, 2002, the Authority entered into an intergovernmental agreement (the “Agreement”) with the Gunnison County, City of Gunnison, Town of Crested Butte and Town of Mt. Crested Butte pursuant to the Colorado Rural Transportation Authority Law, Title 43, Article 4, Part 6, Colorado Revised Statutes, as amended. This Agreement will remain effective indefinitely, unless the members agree in writing to terminate the Agreement or the Authority is otherwise reauthorized by the registered voters residing within the Authority boundaries.

The basic provision of the agreement is to finance, construct, operate and maintain an efficient, sustainable and regional multi-model transportation system at any location or locations within or without the boundaries of the Authority, subject to compliance within the Act.

V. Other Information (continued)

A. Agreements (continued)

2. Air Service

During 2022, the Authority entered into agreements with United, and American Airlines, Inc. ("American Airlines"), in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from June 2022 through April 2023. Under the agreements, the maximum guaranteed amount payable per agreement range from $300,000 to $603,073.

During 2023, the Authority entered into agreements with United, and American Airlines, in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from June 2023 through April 2024. Under the agreements, the maximum guaranteed amount payable per agreement range from $300,000 to $607,431.

During 2023, the Authority recorded $311,899 expense for estimated guarantee payments and received no refunds from previous estimated guarantee payments.

3. Transportation Service

In September 2015, the Authority executed an agreement with AEX, Inc. ("AEX"), to provide scheduled bus services between the City of Gunnison and the Town of Mt. Crested Butte. In addition to the transportation services, the agreement includes fees for fuel, bus maintenance, indoor storage for buses and snow removal from bus stops. All fees shall be adjusted annually by the Consumer Price Index ("CPI") for Denver-Aurora-Lakewood. The initial term of the agreement was for November 2015 through November 2016, and automatically renews for nine successive one-year terms. The fees for such services are outlined in the agreement.

During 2023, the Authority incurred $2,605,067 of expenses with respect to services provided by AEX. The Authority had a balance of $291,036 payable to AEX at December 31, 2023.

4. Management

In March 2018, the Authority executed an agreement with Truex Management Services, Inc. to perform management duties from January 1, 2018 through December 31, 2018. The agreement will automatically renew for four successive one-year terms. The annual management fee for the first year of the agreement is $140,000, which is subject to an annual increase of 3%. In 2023, the Authority incurred $187,200 relating to management fees.

V. Other Information (continued)

A. Agreements (continued)

5. Senior Transportation Services

During 2023, the Authority entered into separate agreements with Mountain Express and Gunnison Valley Hospital, to furnish transportation services to seniors of Gunnison County. The terms of both agreements go through December 31, 2023, and were subject to the Authority's Board of Directors making an appropriation during the budgeting process to set aside funds for these agreements. Expenses, unless otherwise pre-approved by the Authority's management, were not to exceed certain amounts for the term. For 2023, the set and incurred fee under the Mountain Express agreement was $55,000 and $61,976 , respectively. For 2023, the set and incurred fee under the Gunnison Valley Hospital agreement was $300,000 and $353,872, respectively.

6. Consulting Agreement

In October 2017, the Authority entered into an agreement with Airplanners, LLC to provide marketing development and air service management and consulting services. The agreement is effected January 1, 2018, and has a term ending December 31, 2023. Compensation under the agreement includes an annual fee of $84,000 payable in twelve equal monthly installments, reimbursement of reasonable and necessary travel expenses, and a bonus of 10% of any negotiated complementary air tickets for all airline contracts signed by the Authority. For 2023, the Authority incurred $99,067 in expenses relating to services provided under this agreement.

B. Legal Claims

During the normal course of business, the Authority incurs claims and other assertions against it from various agencies and individuals. Management of the Authority and their legal counsel feel none of these claims or assertions are significant enough that they would materially affect the fairness of the presentation of the financial statements at December 31, 2023.

C. Risk Management

The Authority is exposed to various risks of loss related to torts; theft of; damage to and destruction of assets; and errors and omissions. The Authority has obtained coverage through contracting with an outside insurance agency for these risks and claims, if any, which are not expected to exceed covered amounts.

SINGLE AUDIT REPORTS AND SCHEDULES

McMahan and Associates, L.L.C.
Certified Public Accountants and Consultants

Chapel Square, Bldg C
245 Chapel Place, Suite 300
P.O. Box 5850, Avon, CO 81620

Web Site: www.mcmahancpa.com
Main Office: (970) 845-8800
Facsimile: (970) 845-8108
E-mail: mcmahan@mcmahancpa.com

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, and each major fund of Gunnison Valley Transportation Authority (the "Authority") as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated July 11, 2024.

Internal Control Over Financial Reporting

In planning and performing our audit on the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe that a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 11, 2024

McMahan and Associates, L.L.C.
Certified Public Accountants and Consultants

Chapel Square, Bldg C
245 Chapel Place, Suite 300
P.O. Box 5850, Avon, CO 81620

Web Site: www.mcmahancpa.com
Main Office: (970) 845-8800
Facsimile: (970) 845-8108
E-mail: mcmahan@mcmahancpa.com

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

Report on Compliance for Each Major Program

We have audited the Gunnison Valley Transportation Authority's (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2023. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program or on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charges with governance.

Our consideration of the internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison Valley Transportation Authority

The purpose of this report in internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 11, 2024

Gunnison Valley Transportation Authority
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended December 31, 2023

Part I – Summary of Auditor's Results

Financial Statements:

Type of auditor's report issued	Unmodified
Internal control over financial reporting:	
Material weakness identified	None noted
Significant deficiency identified	None noted
Noncompliance material to financial statements noted	None noted

Federal Awards:

Internal control over major programs:	
Material weakness identified	None noted
Significant deficiency identified	None noted
Type of auditor's report issued on compliance for major programs	Unmodified
Any audit findings disclosed that are required to be reported in accordance with Title 2 U.S. Code of Federal Regulations Part 200	No
Major programs:	
Formula Grants for Rural Areas Section 5311	ALN 20.526
Dollar threshold used to identify Type A from Type B programs:	$750,000
Identified as low-risk auditee	No

Part II – Findings Related to Financial Statements

Findings related to financial statements as required by *Government Auditing Standards*	None noted
Auditor-assigned reference number	Not applicable

Part III – Findings Related to Federal Awards

Internal control findings	None noted
Compliance findings	None noted
Questioned costs	None noted
Auditor-assigned reference number	Not applicable

Gunnison Valley Transportation Authority
SCHEDULE OF PRIOR AUDIT FINDINGS AND QUESTIONED COSTS
For the Year Ended December 31, 2023

The Authority had no findings for the year ended December 31, 2022.

Gunnison Valley Transportation Authority
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2023

Program Title	Federal Assistance Listing Number	Grant/ Project Code	Expenditures	
U.S. Department of Transportation:				
Passed through Colorado Department of Transportation				
Bus and Bus Facilities Formula Program	20.526	23-HTR-ZL-000933	$ 1,460,000	***A***
Formula Grants for Rural Areas - Section 5311	20.509	23-HTR-ZL-00076	242,618	
Total - U.S. Department of Transportation			1,702,618	
Total			$ 1,702,618	

Additional Information for Clusters:	**Amount**
A - Federal Transit Cluster	$ 1,460,000

Notes to the Schedule of Expenditures of Federal Awards for the Year Ended December 31, 2023

Note 1. Basis of Presentation:
The Schedule of Expenditures of Federal Awards includes the Federal grant activity of Gunnison Valley Transportation Authority (the "Authority") and is presented on the modified accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Title 2, U.S. Code of Federal Regulations, Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"). Therefore, some amounts presented in this schedule may differ from amounts presented or used in the preparation of the general purpose financial statements.

Note 2. Pass Through Sub Recipients:
The Authority had no sub recipients as of December 31, 2023.

Note 3. Indirect Facilities and Administration Costs:
The Authority has elected not to use the 10% de minimis cost rate allowed in Title 2 U.S. Cost of Federal Regulations (CFR) §200.414, *Indirect (F&A) Costs*. Instead, the Authority prepares an annual cost allocation plan to allocate indirect costs.

Election of Treasurer:

Since Jason MacMillan left the Board, we have been without a Treasurer. Therefore, staff requests a motion to appoint a Treasurer for the remainder of 2024.

Current officers:

- Chair: Janet Farmer
- Vice Chair: Liz Smith
- Secretary: Diego Plata
- Treasurer: Vacant (was Jason MacMillan)

The officers are elected by the Board of Directors each January for one-year terms.

MEMO

August 9, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: CB South Bus Stop Paving Project

Board Members,

We were finally able to get a quote for the repaving of the area near the bus stop in CB South. The cost came in much higher than expected and I would like to ask for a motion to spend more than we had budgeted to complete the project. We had previously agreed to spend $60,000.

The estimate for the project totals $135,357 and the CB South POA is able to contribute $15,000 (up from a previously budgeted $10,000). The Metro District can provide in-kind labor and equipment of at least $10,000 and they would manage the project and therefore our funds would flow through the Metro District to the contractor(s).

This work is necessary because the road is failing in front of the bus stop due to the weight of the buses and there are several large potholes in the bus stop as the bus enters the loop. This project would increase the pavement thickness on the road to accommodate our buses and eliminate the potholes in the bus stop.

Normally, I would think that the road replacement would be either the POA, the County, or the Metro District's responsibility, but I support spending GVRTA funds on this project because the GVRTA has never paid anything to improve this bus stop. All of the work to create the bus stop initially was completed and paid for by the POA and at this time the POA doesn't have additional funds available for this project. This seems like an equitable and collaborative solution to the problem.

For comparison, in 2019, we paid $155,000 to build each of the three north valley bus stops along the highway and in 2020 we paid $170,000 to build the Almont bus stops.

If you agree, I request a **motion to increase GVRTA funding of the CB South bus stop paving project from $60,000 to a total amount of not to exceed $110,000 to come out of the GVRTA capital fund.**

Thank you,
Scott Truex
Executive Director

Estimate

	QTY	PRICE	SUBTOTAL
Mobilization*			**$6,125.00**
Light Hauling	5.00	$475.00	$2,375.00
Heavy Hauling	5.00	$600.00	$3,000.00
Labor	10.00	$75.00	$750.00
Asphalt Removal*			**$8,550.00**
Asphalt Cuts	1.00	$500.00	$500.00
31.05 - Volvo 250	10.00	$250.00	$2,500.00
50.02 - Kenworth H2O	5.00	$160.00	$800.00
50.03 - Kenworth Quad	20.00	$200.00	$4,000.00
Labor	10.00	$75.00	$750.00
Remove Material for Thicker Asphalt*			**$11,500.00**
12.01 - Cat 140M	15.00	$250.00	$3,750.00
23.04 - John Deere 644X	15.00	$200.00	$3,000.00
50.03 - Kenworth Quad	10.00	$200.00	$2,000.00
64.04 - Bomag 177PDH	5.00	$165.00	$825.00
Labor	15.00	$75.00	$1,125.00
50.02 - Kenworth H2O	5.00	$160.00	$800.00
Place Class 6 Material*			**$23,152.00**
Class 6 Road Base	336.00	$19.50	$6,552.00
Labor	30.00	$75.00	$2,250.00
12.01 - Cat 140M	15.00	$250.00	$3,750.00
23.04 - John Deere 644X	15.00	$200.00	$3,000.00
50.03 - Kenworth Quad	24.00	$200.00	$4,800.00
2.01 - Jumping Jack/ Plate Wacker	7.00	$75.00	$525.00
64.04 - Bomag 177PDH	7.00	$165.00	$1,155.00
50.02 - Kenworth H2O	7.00	$160.00	$1,120.00
Place 6" HMA*			**$86,030.00**
Place 6" HMA	1.00	$85,030.00	$85,030.00
Foreman	10.00	$100.00	$1,000.00
		Subtotal	**$135,357.00**


432
410
245

MEMO

August 9, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Bus Purchases

Board Members,

As you are aware, the GVRTA was awarded a $1,516,108 Section 5339 (Bus and Bus Facilities) grant from the FTA for the purchase of two new buses. The grant will come through CDOT and will cover 80% of the total cost of the two buses as long as they come in at or under the expected cost of about $947,000 each. These buses will be purchased through a cooperative purchasing agreement with the State of Washington. We are using this agreement because the procurement has already been approved by CDOT and therefore, we won't have to go through a separate procurement process. Also, since Washington's procurement is for a large number of buses, the price is better than we would be able get on our own.

This grant is for expansion (not replacement) of our fleet, which is great news since we will be able to keep our older vehicles in service as backup buses. We have also applied for a grant to replace our two oldest buses. While we are less likely to receive this grant since we were funded under the expansion grant, it is still possible.

I will work with our consultant, the State of Washington, and CDOT to complete the process for procuring the buses. It is likely that we will receive our grant contract in March, 2025 and will place our purchase order in April. Therefore, the very earliest we could expect to receive the buses would be in March, 2026. However, I will try to get Pre-Award Authority from CDOT to see if we can place the purchase order earlier.

Since we have expanded service so much, we are putting over 900,000 miles per year on our fleet. In order to be able to maintain the fleet in good repair, we need more buses as soon as possible and this grant is a good start. Buses are meant to last for 12 years or 500,000 miles and by March of 2026, I anticipate that about half of our fleet will have exceeded that amount.

Therefore, I recommend that we purchase three buses and use the GVRTA fund balance to pay for the third bus. Since we wouldn't have to wait for a grant contract to order it, the locally funded bus may arrive earlier. This would be helpful to get us through the 2025-26 winter season. And, if we are awarded another grant, I recommend ordering those buses as soon as possible. If you agree, I request a **motion authorizing me to enter into a purchase contract through the State of Washington cooperative purchasing agreement to purchase one bus with local funding and between two and four buses with grant funding depending upon the total grant awards.**

I've included a fleet replacement schedule in the packet for reference and I look forward to discussing this idea at the meeting.

Thank you,
Scott Truex
Executive Director

GVRTA Fleet Replacement Schedule

Bus Replacement Schedule																	
Projected Odometer On 1/1	5311 2017-D #504	Local 2017-D #505	DOLA 2017-C #506	5339 2018-C #503	SB-228 2019-C #502	5339 2019-C #501	5339/VW 2020-C #500	FASTER 2021-C #507	5339 2023-C #508	5339 2023-C #509	#510	#511	#512	#513	#514	#515	#516
2024	555,000	570,000	450,000	405,000	365,000	400,000	280,000	170,000	50,000	50,000							
2025	646,000	661,000	541,000	496,000	456,000	491,000	371,000	261,000	141,000	141,000							
2026	712,000	752,000	632,000	587,000	547,000	582,000	462,000	352,000	232,000	232,000	-	-	-				
2027	722,000	762,000	712,000	667,000	627,000	662,000	542,000	432,000	312,000	312,000	80,000	80,000	80,000	-	-		
2028			732,000	687,000	687,000	682,000	642,000	532,000	412,000	412,000	180,000	180,000	180,000	50,000	50,000	-	-
2029					747,000	742,000	702,000	607,000	487,000	487,000	255,000	255,000	255,000	125,000	125,000	25,000	25,000
2030					772,000	767,000	727,000	682,000	562,000	562,000	330,000	330,000	330,000	200,000	200,000	100,000	100,000

	In Service
	Spare

2026 – 3 new buses

2027 – 2 new buses – replace 2 old buses

2028 – 2 new buses – replace 2 old buses

2029 – 2 buses – expand fleet

2030 – 2 buses – expand fleet

DRAFT 8/9/2024

Cathie Pagano
Director of Gunnison County Community and Economic Development
221 N Wisconsin St. Suite D
Gunnison, CO 81230

Dear Ms. Pagano,

Thank you for the opportunity to comment on the Whetstone Land Use Application.

We have reviewed the application and based upon the drawings dated 6/26/2024 have determined that the subdivision as presented will have an impact on the operations of the Gunnison Valley RTA.

Therefore, we have the following comments to make regarding the application:

We do not anticipate adding bus stops to serve this subdivision and do not want, nor do we believe it is necessary, to have GVRTA buses divert off of the Highway to serve the subdivision. Therefore, we request that the County include pedestrian access from the subdivision across Highway 135 as part of the project.

The proposed future pedestrian underpass is situated well for people who want to use the bus. However, with the increased number of potential transit passengers created by the subdivision, we are concerned that if the underpass is not constructed at the same time as the subdivision, it could create a dangerous situation for people crossing the highway to use the bus. Without the underpass, it is likely that fewer of the subdivision's residents would choose to use transit to go to and from their homes. In order to maximize safety and the use of transit, we ask that the underpass be built at the same time as the subdivision.

Please contact me if you have any questions regarding these comments.

Please thank the Planning Commission for allowing us the opportunity to comment and please keep us informed as to the progress of the application.

Sincerely,

Scott Truex,
Executive Director
Gunnison Valley RTA

MEMO

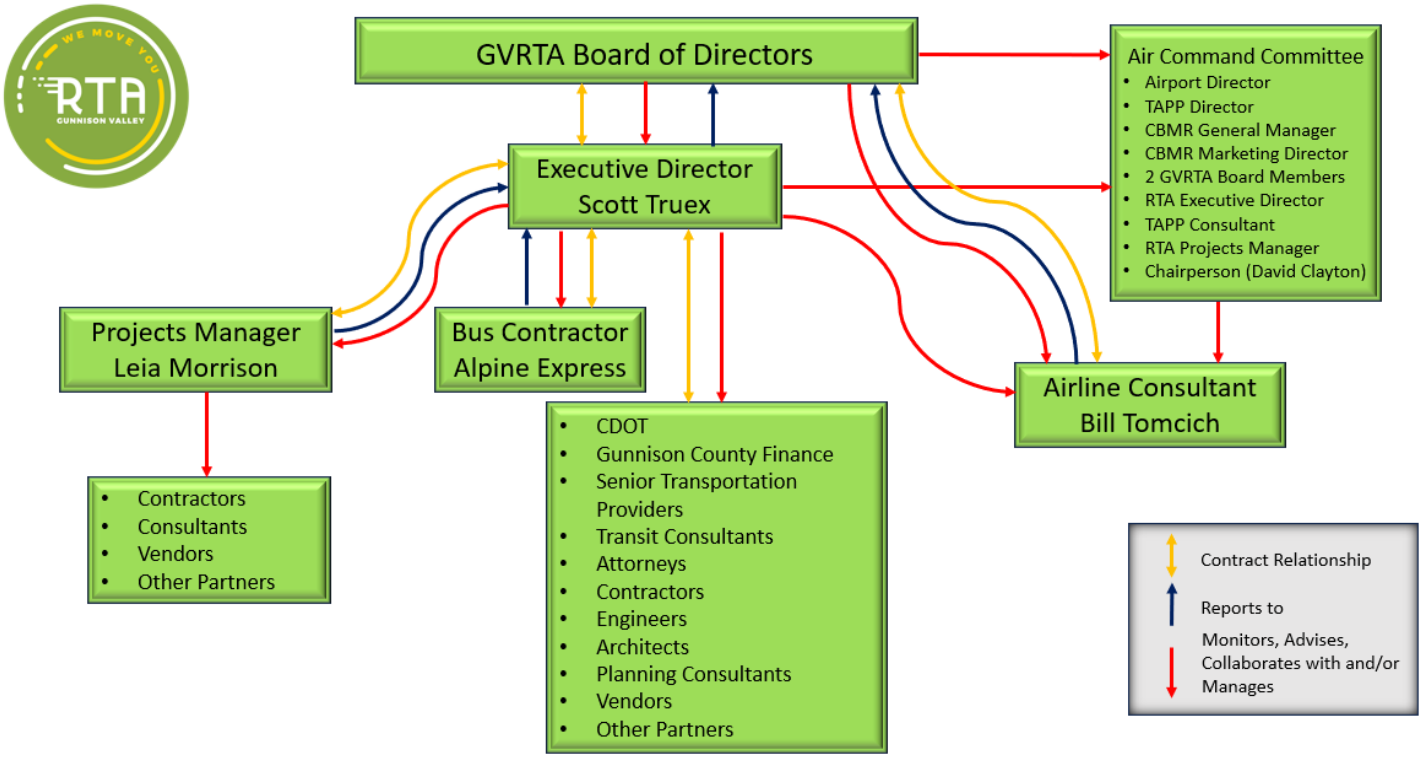
August 9, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Proposed new GVRTA organizational chart, accountability process for Airplanners, and GVRTA Bus Operations Manager

Board Members,

At our last meeting we had a discussion about choosing to either renew the contract with Airplanners, LLC or to issue an RFP for selecting an airline consultant. The conversation included a discussion of the GVRTA organization chart and who reports to who within the GVRTA. I have analyzed the current structure of the organization and would like to make some recommendations for discussion at this meeting.

The organizational chart is below. As you can see, the current structure has two people (Bill and me) reporting to the Board, while all of the other GVRTA contacts and contracts flow to the Board through the Executive Director.

Gunnison Valley RTA Organization Current Chart of Contracts and Operations – 2024



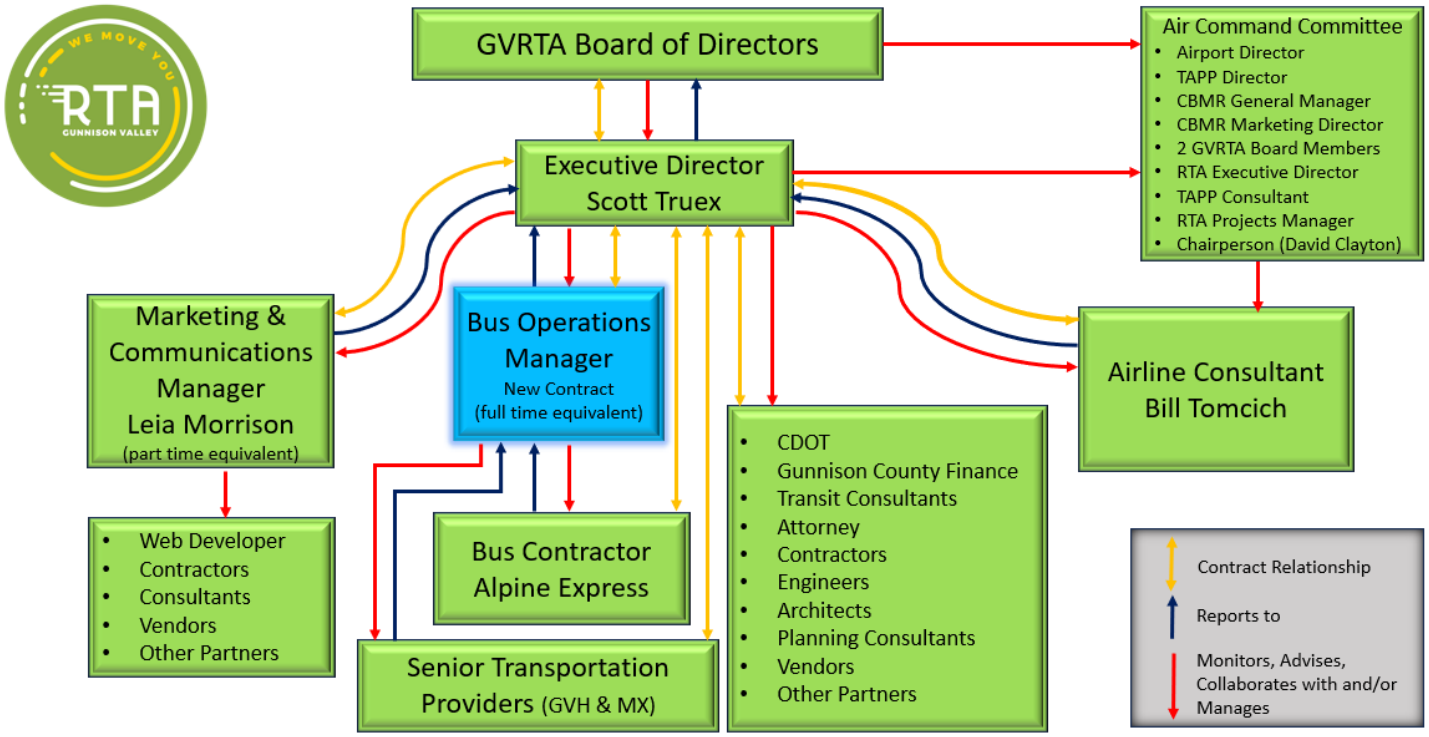
This structure has lacked clarity as to who is responsible for evaluating the performance of the airline consultant. The contract has been between the Board and Bill and he has always reported directly to the Board. This originally occurred because Airplanners worked with the GVRTA Board of Directors for several years before the position of Executive Director was created. At that time, the focus of the GVRTA was almost exclusively on the air service program, which was the only funded mission from 2002 until 2007.

While the Board has never had a formal evaluation with Airplanners, each renewal of the Bill's contract has included a discussion regarding performance and expectations. Although written reviews have not occurred, there was certainly a positive evaluation of his work every two years by the Board.

In the case of the Projects Manager, it is clear that Leia reports to me and that I report to the Board. I believe that it would benefit the GVRTA to have formal bi-annual reviews for the position and therefore I plan to perform an evaluation with Leia prior to the next contract renewal. This review will be complete before the next Board meeting when we will discuss renewing her contract for 2025-26. Leia and I are also working on updating her scope of work and we think it makes sense to change her position title to "Marketing and Communications Manager" which more accurately reflects what she does and will be doing going forward.

While researching these structural issues, I drafted a potential new organization chart for the GVRTA that I would like you to consider. The chart is below and I've provided discussion on the next page.

Gunnison Valley RTA Organization Proposed Chart of Contracts and Operations – 2025



Other than the update of Leia's title, there are two additional changes proposed in this chart. The first is to have Bill report to me instead of the Board. This would not reduce the Board's access to Bill and he would continue to be available for discussions at Board meetings. However, this change would clarify our roles and allow me to perform bi-annual evaluations of the Airline Consultant position on behalf of the GVRTA.

After our discussion at the last Board meeting, I worked with Bill to come up with a draft list of criteria for evaluating his performance. While these are not strictly Key Performance Indicators (KPIs), the list is taken from the scope of work in his contract, goals set out by the Air Command in 2021, and the air service retreat between the Board and the Air Command in March of this year. If the Board agrees, I will perform an evaluation of Bill's work prior to the next meeting when we can discuss the possibility of renewing his contract for 2025-26. I have included the draft list of criteria in the Board Packet.

The second change is adding a new Bus Operations Manager to the GVRTA structure. This person would also report to the Executive Director and be responsible for overseeing the performance of the GVRTA commuter bus and senior transportation providers. They would work with the contractors and communicate with the general public that use the services. Since we have grown our bus operations significantly and we have increased the number of facilities that we own, it has become even more important to monitor the bus systems and deal quickly with the smaller day-to-day operational issues as they occur.

I believe it would be in the best interests of both the GVRTA and our contractors to have a point person who is focused solely on this aspect of our operations. This will help to provide quality operations and ensure the best possible service and experience for our passengers and our community.

This proposed structure would make me, as Executive Director, responsible for all of our contractors and I would be accountable for managing their performance. While I would make recommendations for filling these contracts, the Board of Directors would have the final decisions regarding the selection and compensation offered on all of them.

With your permission, I would like to bring draft scopes of work for the positions of Bus Operations Manager and Marketing and Communications Manager to you for consideration and review at your next Board Meeting.

I look forward to hearing your thoughts and getting direction from you at the meeting.

Thank you,
Scott Truex
Executive Director

DRAFT

Services and Goals identified for performance review of Airplanners for the past two years

1. **Air Service Consulting**
   a) Review the current research available and make recommendations for research opportunities.
   b) Assist the RTA in airline selection, hub city and type of aircraft to meet the projected demand of the serve period.
   c) Negotiate minimum revenue guarantee or other types of service contracts with the airlines in a manner consistent with the GUC Air Service Program Goals.
   d) Goal to minimize total MRG payouts spent each year while maximizing seat capacity.
   e) Goal of Gunnison Valley experiencing a 40% increased economic impact over the 2013 level, as evidenced by:
      - 45,000 enplanements
      - Increased corporate and general aviation activity
      - Increased load factor across the board
   f) Gunnison Valley will consider strategic additions to air service which would increase connectivity and our reach into other visitor markets while expanding opportunities for locals traveling outbound.
   g) Growing the air service program slowly and carefully by continuing to add service to existing markets based upon their ability to perform.
   h) Look at potentially running a small (once or twice weekly) Chicago program on United next winter (2024-25) while defining the costs as well as the potential impacts to the Denver service before making that decision.
   i) Improve service for locals by continuing to try to increase the daily frequency and the length of the seasons that we fly to Denver, Houston and Dallas.
   j) Prioritize Dallas service on American in summer 2025 using the SCASD grant, and identify the impacts to JSX more before making the decision to fund that program.
   k) Keep an eye on Austin for future air service options.

2. **Marketing Development and Coordination**
   a) Work with the Crested Butte Mountain Resort, Vail Resorts Crested Butte Tourism Association, and the Gunnison/Crested Butte Regional Airport employees, consultants and/or representatives to improve local and visitor communications regarding air service, investigate and coordinate alliance opportunities with major corporations, business organization and airlines.
   b) Provide input into a marketing plan with the community, local businesses, tourism organizations, schools, business organizations, transportation companies, and the chambers of commerce.

c) Investments in marketing and sales will, where appropriate, build upon and leverage airlines' booking sites and social media; these strategies will be executed in a manner that bolsters our partnerships with airlines.
d) Work with the TAPP and Chambers to develop and strengthen a common understanding of the Valley's 'Brand', and to align marketing strategies to that Brand.

3. **Air Service Management**
   a) Have ongoing and open lines of communications with airlines representing the RTA attend air service trade shows at little or no cost to the RTA.
   b) Keep the RTA BOD updated on other community organizations' funding, air schedules, new markets and airlines' merger and aircraft options.
   c) Maintain or increase seasonal capacity to pre-pandemic levels.
   d) Work with the airlines to design and/or adjust schedules to optimize connectivity to/from GUC's key flow markets with the optimum fleet mix for operational success.
   e) Target the GUC passenger deplanements/enplanements fully restored to pre-pandemic levels.
   f) Improved flight reliability as measured by completion % and on-time performance (OTP).
   g) Obtain GUC load factors and flight profitability that exceed most of those of competing and peer airports.
   h) Maintained or enhanced flows from key strategic connecting markets as measured by U.S. DOT O&D (origination and destination) reports.
   i) Development of an airline data reporting program that focuses on load factors, flight profitability and origination and destination reports.
   j) Load Factors – Create an advanced booking report and executive summary each week by month for programs that are being managed by the RTA
   k) Origination and Destination (O&D) Reports – Create an O&D report for each of the RTA's contacted flights.
   l) Hub connectivity and schedule reports.

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

September 20, 2024 at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.com/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – SEPTEMBER 20, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS' ROOM – 8:00 A.M.

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF AUGUST 9, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Historical air service goals and results / History of airports served and costs
3) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
4) Airport update – Rick Lamport
5) Tourism and Prosperity Partnership report – John Norton
6) Bus service update – Scott Truex and Kim Bolling
7) Bus operating and capital planning project update – Scott Truex
8) Gunnison Enhanced Bus Stop and GVRTA Offices – update – Scott Truex
   a. Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add concept designs for the enhanced bus stop/GVRTA offices project at 301 W. Tomichi to the agreement **–** Scott Truex **–** discussion and **possible motion & decision requested**
   b. Set joint work session with Gunnison City Council – November 19th at 5:30 pm **–** Scott Truex **– motion & decision requested**
9) CB South bus stop paving project – update – Scott Truex
10) Air service update – Bill Tomcich
11) GVRTA revision of comments on Starview/Avalon/Wildflower amended sketch plan – Scott Truex **–** discussion and **motion & decision requested**

8:40 G. PUBLIC COMMENT PERIOD

8:45 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:50 I. NEW BUSINESS
1) GVRTA history of successes and challenges over the years – Scott Truex

2) GVRTA Draft 2025 Budget and Budget Assumptions – Scott Truex – discussion
3) 2025 – 2029 Draft GVRTA Five-year Financial Plan – Scott Truex – discussion
4) Purchase of new buses – Scott Truex **–** discussion and **motion & decision requested**
5) Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service – Scott Truex and Bill Tomcich **– motion & decision requested**
6) United Chicago service option – Scott Truex and Bill Tomcich – discussion and **possible motion & decision requested**
7) Approval of new GVRTA Organizational Chart – Scott Truex **– motion & decision requested**
8) Approval of scope of work for Communications & Marketing Manager – Scott Truex **– motion & decision requested**
9) Approval of scope of work for Bus Operations Manager – Scott Truex **– motion & decision requested**
10) Approval of scope of work for Air Service Manager – Scott Truex **– motion & decision requested**
11) Contract for the services of Leia Morrison to provide Marketing and Communication Management services during 2025 and 2026 – Leia Morrison & Scott Truex – discussion and **motion and decision requested**
12) Contract for the services of Bill Tomcich to provide Air Service Management services in 2025 and 2026 –Bill Tomcich & Scott Truex – discussion and **motion and decision requested**
13) Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add commuter bus service performance metrics to the agreement **–** Scott Truex **–** discussion and **possible motion & decision requested**

10:25 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – November 15, 2024 at 8:00 a.m. in the Crested Butte Council Chambers.

Joint Work Session – Gunnison City Council – November 19, 2024 at 5:30 p.m. in the Gunnison City Council Chambers (if approved under item F-8b)

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

August 9, 2024

Crested Butte Town Hall

A. INTRODUCTION

Janet Farmer called the meeting to order at

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Anna Fenerty, Ian Billick (ZOOM), Matt Schwartz (ZOOM)

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, Dean Herrara, Kim Bolling (ZOOM) and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF JUNE 28, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Anna Fenerty seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Request for approval of bus window art - Crested Butte Avalanche Center

Liz Smith ***moved to approve the bus window art for the CB Avalanche Center***. Laura Puckett Daniels seconded the motion. The motion passed unanimously.

4)Airport Update

Rick Lamport announced that Jermaine opened up a market at the airport, which includes grab-and-go and merchandise. The checkout system is all AI, so it is an attendant-free. He said that an Airport Management Internship is available. This is a one-year program.

5)Tourism and Prosperity Partnership Association (TAPP)

Jeff Moffett reported that extra flights have been included in the United schedule. TAPP will begin advertising locally regarding these additional flights. The airfare club merged into the TAPP, and they still get requests about the discount codes, which opens up a conversation opportunity, although these codes are no longer available.

6)Bus Operating and Capital Planning Project Update
Scott Truex reported that the summer survey is complete. The plan will be complete by December.

7)Bus Service Update
Scott Truex reported that we received a grant to cover 85% of two buses and are still awaiting the other grant results. Bus ridership was up in both June and July. Kim Bolling said that the mechanical issues with the buses has created some recent scheduling issues. Scott said that all of the coolant hoses will be replaced before the winter schedule commences and that we should do everything we can to get these buses through the winter. Liz Smith reported on a personal story she experienced and asked about the frequency of similar situations. Kim also spoke about driver shortages and how the bridge project has added extra stress to last-minute driver shortage situations. In the future, Alpine Express will have an extra larger backup bus available to GVRTA.

8)Gunnison Enhanced Bus Stop and GVRTA Offices
Scott Truex reported that the GVRTA closed on the new lot in Gunnison and is working with CDOT on a contract for the award. We are on track to get the contract by the end of the year. Scott expects it will take a couple of years to complete this project. Scott elaborated on the difference between state-funded and federally-funded awards, and noted that since we are using state funds and not following federal rules, this property will not be eligible for federal funding in the future. Board discussion ensued. The proposed date for a joint work session with the City of Gunnison City Council is November 19th.

9) Air Service Update
Bill Tomcich reported that we didn't experience a record month for July, but JSX reported a very good month (JSX increased their schedule from five flights to nine flights and ran a 78% load factor), with 1,720 additional passengers. For the United flights, there were a total of 1,000 saved seats due to the weight restrictions due to the high temperatures. United ran about a 90% load factor when considering the available seats. The third daily United flight has been extended through February 12th, and the plan is for that to extend through the entirety of the winter. There was a discussion regarding the temperatures affecting weight restrictions on flights. Bill Tomcich had a discussion about aircraft news in the industry and how that may affect GUC.
Gunnison was part of the timeline that made this all happen.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

Scott reported on the demolishing and replacing three bus stops in Gunnison, and demolition will start the week of August 19th. Scott also reported that we are now paying $48,000 to our airline mechanic.

I. New Business
1) Impacts of Houston Winter MRG contract on the valley economy
Scott Truex opened it up to discussion and questions. Discussion about the MRG ensued, including adding or reducing the cap, reducing the frequency, and the option of future flights to Chicago or Southern California.

2)Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service
We do not have a contract with United yet so we will move this off at the next board meeting.

3) Acceptance of the 2023 Audit of the financial statements of the Gunnison Valley Transportation Authority
Laura Puckett Daniels ***moved to accept the 2023 Audit of the financial statements of the GVRTA.*** Liz Smith seconded the motion. The motion passed unanimously.

4) Elect GVRTA Treasurer
Matt Schwartz ***moved to nominate himself as treasurer.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

5) CB South bus stop paving project – request for additional funds
Scott Truex updated the board on the proposed project, which includes a six-inch mat of asphalt, which is why this project is so expensive. The cost to the RTA would be around $115,000. The road is starting to completely fall apart due to the weight of our vehicles and the thin asphalt that is currently in place. The RTA did not contribute financially to the CB South bus stop. A discussion of setting a precedent, the need to replace the road, and CB South's financial participation in the bus stop was held.
Laura Puckett Daniels ***moved to approve an increase in funding for the CB South bus stop paving project from $60,000 to a total amount not to exceed $115,000 to come out of the GVRTA Capital Fund.*** Liz Smith seconded the motion. The motion passed unanimously.

6)Purchase of new buses
Scott Truex reported that the fleet replacement schedule will be modified because we can get these buses quicker than we thought via pre-award authority. Scott Truex would like to purchase a third bus with local funds. Replacement funds are typically easier to acquire than expansion funds. We may receive another grant this year, and if we do, Scott would like to order a fourth or fifth additional bus. Decommissioned vehicles are offered to the public via a sealed bid. These funds come out of Capital funds. Scott Truex explained that we don't have other large capital projects in the works.

The decision was postponed until the September meeting. Scott will include his draft 5-year RTA fund plan in the next packet.

7) Comments on Whetstone Sketch Plan Land Use Application
Matt Schwartz and Liz Smith recused themselves from this discussion.
Scott Truex shared with the board his recommendation that the RTA comment that the underpass needs to be built when the subdivision is built. Anna requested that we specify when this needs to happen. Ian suggests that the underpass should ideally be built before occupancy. Anna Fenerty ***moved to authorize Scott Truex to submit the comments on behalf of the RTA, as amended, to specify that the underpass needs to be complete when the first people move in, that if there are to be delays, they should be short, and that mitigation measures should be in place for crossing the highway at that time.*** Ian Billick seconded the motion. The motion passed unanimously.

8) Proposed new GVRTA Organizational Chart, accountability process for Airplanners, and GVRTA Bus Operations Manager
Scott Truex shared a current and proposed organizational chart and clarified that the Air Command is an advisory committee to the GVRTA. The Board did not request any substantial changes to the proposed chart and Truex will bring updated scopes of work for the positions in the chart to the next meeting. This discussion will continue at the September GVRTA board meeting.

The meeting adjourned at 10:15 am

July, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on September 10, 2024 with information provided by the County Finance Department and shows posted revenues through June, 2024 and expenditures through July, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	**$ 471,261.32**	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000	**$ 503,628.53**	3.8%	3.9%	$ 503,629
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000	**$ 518,936.20**	-3.5%	-3.5%	$ 518,936
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000	**$ 300,108.43**	1.0%	1.1%	$ 300,108
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000	**$ 389,755.94**	5.1%	4.9%	$ 389,756
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000	**$ 583,053.68**	7.2%	7.1%	$ 583,054
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000				$ 753,805
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000				$ 631,167
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,949	$ 516,000				$ 528,948
Year-to-date	**$ 2,415,303**	**$ 2,781,913**	**$ 2,706,526**	**$ 2,706,000**	**$ 2,766,744.10**	**2.2%**	**2.2%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,980**	**$ 5,996,000**		**2.0%**	**1.0%**	**$ 6,113,197**

Gunnison Valley Transportation Authority

Financial Report - July, 2024

	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 2,766,744.10**	**$ 5,996,000**	**$ 117,197**	**$ 6,113,197**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 2,766,744.10	$ 4,313,000	$ 417,197	$ 4,730,197
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 2,766,744.10	**$ 5,996,000**	**$ 117,197**	**$ 6,113,197**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - July, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,732,918	$ 1,924,030	$ (191,112)	$ 1,732,918
Revenues				
Sales Tax Revenues	$ 2,766,744.10	$ 4,313,000	$ 417,197	$ 4,730,197
Sales Tax - Clerk	$ 28,181.60	$ 36,000	$ 7,000	$ 43,000
Interest Charges	$ (324.13)	$ 2,700	$ (2,700)	$ -
Other Fines	$ (983.27)	$ 16,000	$ (16,000)	$ -
Rental Income	$ 61,076.49	$ 97,000	$ 8,000	$ 105,000
Earnings on Investments	$ 98,286.54	$ 60,000	$ 65,000	$ 125,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ 359,512.00	$ 359,512	$ -	$ 359,512
Total Revenues	$ 3,312,493.33	$ 4,884,212	$ 478,497	$ 5,362,709
Expenditures:				
Postage	$ 9.50	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 559.00	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 6,547.34	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ -	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ 147.83	$ 6,000	$ (3,000)	$ 3,000
Travel - Lodging	$ -	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ 4,021.67	$ 8,000	$ 2,000	$ 10,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 62,278.27	$ 92,000	$ 17,000	$ 109,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 31,327.38	$ 67,000	$ 4,000	$ 71,000
Management Services - TMS	$ 56,784.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ -	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ 11,794.63	$ 31,000	$ (1,000)	$ 30,000
County Treasurer's Fees	$ 31,119.13	$ 75,000	$ (12,000)	$ 63,000
Late Night Taxi Donation	$ 37,894.68	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 5,448.38	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships	$ 22,702.46	$ 23,000	$ 100	$ 23,100
Auditing	$ 9,000.00	$ 9,000	$ -	$ 9,000
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 3,364.73	$ 10,000	$ (4,000)	$ 6,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 7,711.69	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 56,784.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 53,012.03	$ 133,000	$ (30,000)	$ 103,000
5311 - O CNG Fuel	$ 212,889.30	$ 400,000	$ (25,000)	$ 375,000
5311 - O Repair & Maintenance - Vehicles	$ 328,982.69	$ 605,000	$ 45,000	$ 650,000
5311 - O Purchased Transportation Services	$ 1,748,312.79	$ 2,850,000	$ 250,000	$ 3,100,000
Total Expenditures	$ 2,710,978.90	$ 4,650,528	$ 229,995	$ 4,880,523
Ending General Fund Balance	$ 2,334,432	$ 2,157,714	$ 57,390	$ 2,215,104

Report shows posted revenues through June and expenditures through July.

Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - July, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - c Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ 110,043.12	$ -	$ 110,043	$ 110,043
Housing/Land Purchases	$ 812,622.96	$ -	$ 812,623	$ 812,623
Capital Improvements	$ -	$ 125,000	$ 38,000	$ 163,000
Total Expenditures	$ 922,666.08	$ 125,000	$ 960,666	$ 1,085,666
Ending Fund Balance	$ 390,970	$ 1,551,663	$ (823,693)	$ 727,970
Report shows posted revenues through June and expenditures through July.				
Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.				

GVRTA Air Command Fund Financial Report - July, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant (300k budgeted to county)	$ -	$ -	$ -	$ -
Total Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
Expenditures:				
Airline Guarantees - Winter	$ 521,954.03	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 57,959.09	$ 102,000	$ (1,000)	$ 101,000
Payment to Airport for Airline Mechanic Subsidy	$ -	$ 45,000	$ 3,000	$ 48,000
Airline Guarantees - Summer (50% paid by county grant)	$ -	$ 300,000	$ (300,000)	$ -
Total Expenditures	$ 579,913.12	$ 968,954	$ (298,000)	$ 670,954
Ending Fund Balance	$ 1,620,485	$ 1,980,511	$ (1,067)	$ 1,979,444
Report shows posted revenues through June and expenditures through July.				
Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.				

GVRTA Senior Transportation Fund Financial Report - July, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses	$ 91,986.60	$ 120,000	$ (6,221)	$ 113,779
Contracted Services	$ 220,072.87	$ 400,000	$ -	$ 400,000
Total Expenditures	$ 312,059.47	$ 520,000	$ (6,221)	$ 513,779
Ending Fund Balance	$ 125,331	$ 349,262	$ 7,349	$ 356,611
Report shows posted revenues through June and expenditures through July.				
Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - July, 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	**$ 5,684,342**	**$ 5,736,420**	**$ (52,078)**	**$ 5,684,342**
Revenues:	$ 3,312,493	$ 6,567,212	$ 178,497	$ 6,745,709
Expenditures:	$ 4,525,618	$ 6,264,482	$ 886,440	$ 7,150,922
Ending Fund Balance	**$ 4,471,218**	**$ 6,039,150**	**$ (760,021)**	**$ 5,279,129**
Report shows posted revenues through June and expenditures through July.				
Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.				

GVRTA Summary of all Funds Financial Report - July, 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,732,918	$ 2,334,432	$ 2,157,714	$ 57,390	$ 2,215,104
Capital Reserve Fund Balance	$ 1,313,636	$ 390,970	$ 1,551,663	$ (823,693)	$ 727,970
Air Command Fund Balance	$ 2,200,398	$ 1,620,485	$ 1,980,511	$ (1,067)	$ 1,979,444
Senior Transportation Fund Balance	$ 437,390	$ 125,331	$ 349,262	$ 7,349	$ 356,611
Total Fund Balance	**$ 5,684,342**	**$ 4,471,218**	**$ 6,039,150**	**$ (760,021)**	**$ 5,279,129**
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 10, 2024.					

RTA Board of Directors Meeting, September 20, 2024

Air Program Report – Bill Tomcich

August Results:

- **United – Reliability and OTP:** 100% completion factor, 78.8% on-time.
- **United – Passenger Numbers:** 8,450 total onboards, up + 7% over last August. Monthly load factor was a very impressive 82.1% overall versus 72.5% last August.
- **Effects of Hot Weather on Seats Held:** Seat caps have come down as temperatures start to moderate with only the late afternoon Saturday departure to DEN still being affected.
- **JSX –** 1,534 total onboards, 73.1% load factor following after increasing capacity from a total of 19 roundtrips last August to 35 roundtrips this August.
- **Total August Passengers Including JSX:** 9,984, up +11.5% over the 8,954 flown last August, and up + 7.6% over the prior August record of 9,280 from 2022.

Future Bookings (as of September 16):

Remaining Summer & Fall Bookings: September is now pacing slightly ahead of last year despite losing a couple of busy days over the Labor Day weekend to August this year, while October and November continue to look very impressive considering doubled capacity:

- **September:** Now pacing just +0.6% ahead of last year, versus -0.9% behind as of last week.
- **October:** Now pacing +58% ahead of last year, versus +60% ahead last week.
- **November:** Now pacing +63% ahead of last year, versus +78% ahead last week.

Winter Bookings (AA+UA combined / No JSX): Now pacing +20% ahead of last year at this time on an overall capacity increase of just nearly +20%. To detail current winter pacing by month:

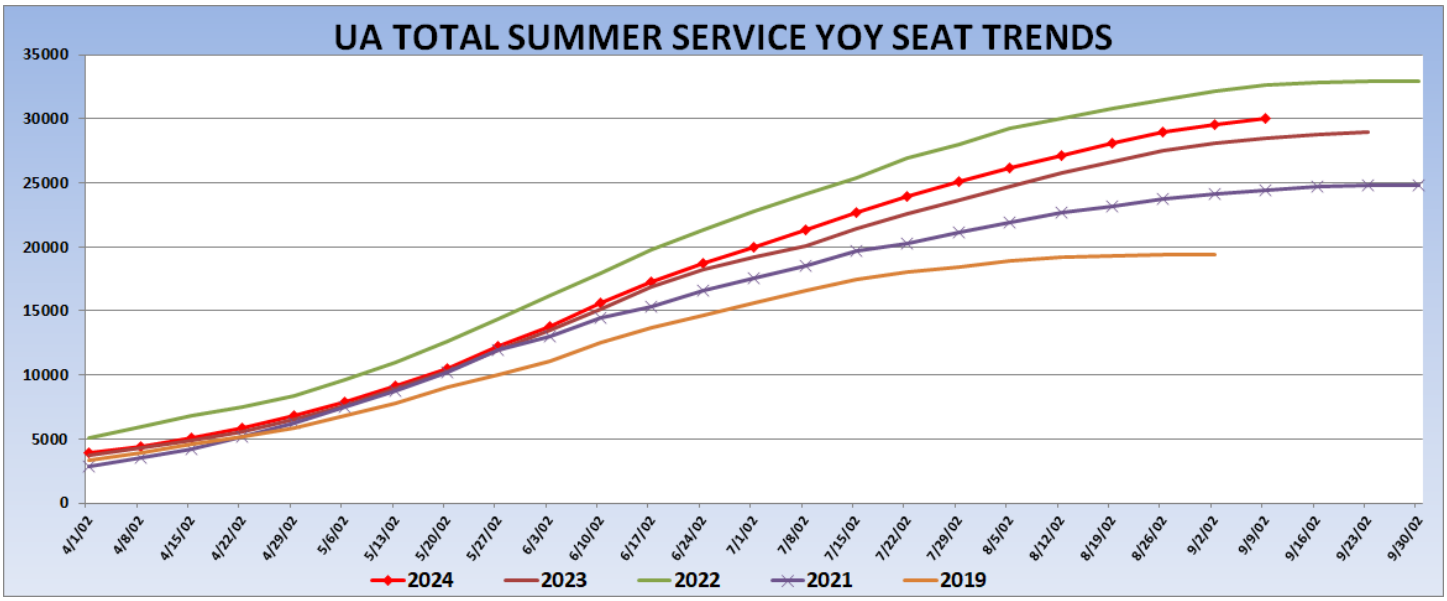
- **December:** Pacing +15% ahead.
- **January:** Pacing + 11% ahead.
- **February:** Pacing + 13% ahead.
- **March:** Pacing +71% ahead on small numbers.
- **April:** Pacing +79% ahead on very small numbers.

Future Schedules:

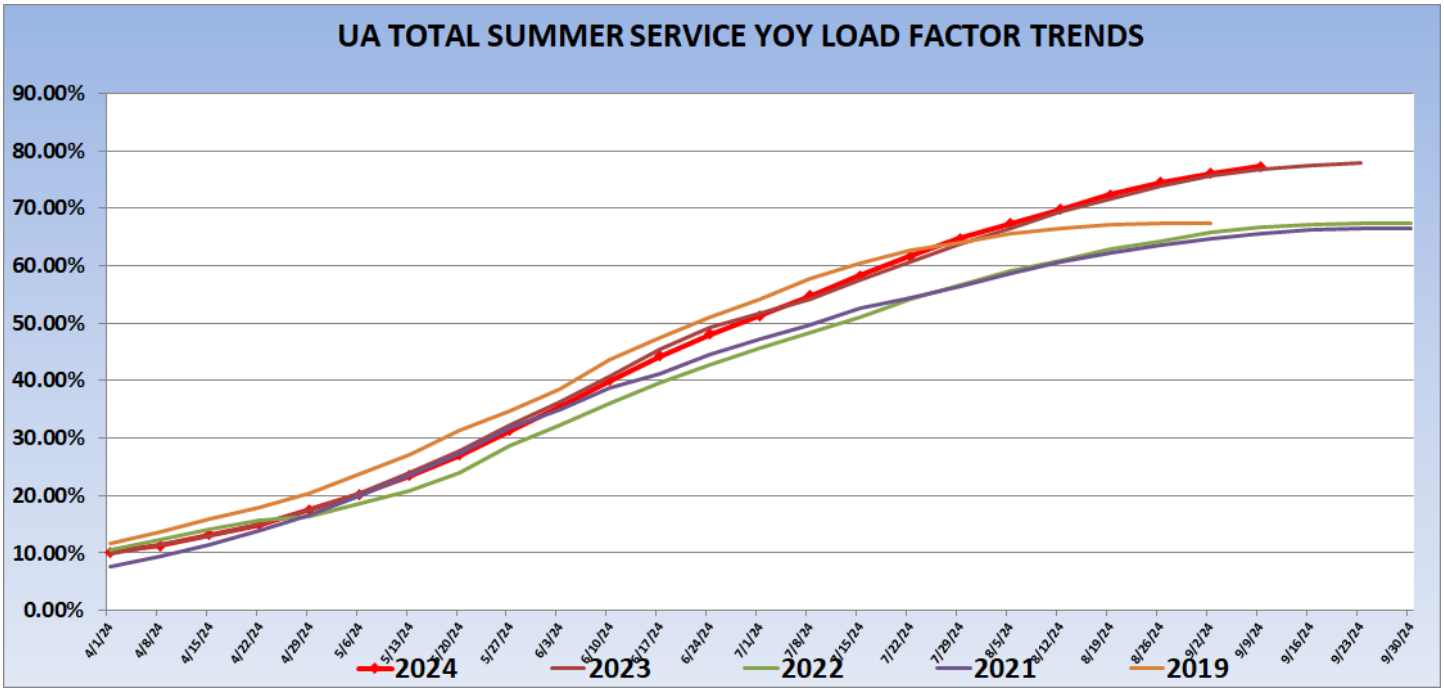
- **United from DEN:** 15x/week (2x daily + 3rd flight on Saturdays) through September 21, then 2x daily throughout the rest of the Fall and through December 18. A third daily flight from DEN is now scheduled to operate from December 19 through March 30.
- **United from IAH:** Daily winter flights currently scheduled from December 19 – March 30 (101 flights total with a total proposed MRG cap of $555,908). Opportunity to reduce cap by cutting select Tuesdays.
- **American from DFW:** Scheduled to resume winter service with 2x daily starting Dec 19, reducing to one flight daily from Jan 7 onward.
- **JSX from DAL:** 5x/week continues through September 30. Winter flights into GUC have been suspended by JSX due to weak performance and resource constraints.

Air Program Reports – Summer, 2024 as of 9/9/24

All Flights – Total Seats Sold vs. previous years



All Flights – Total Load Factor vs. previous years



MEMO

September 20, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Historical air service goals and results

Board Members,

During our last meeting, we discussed a bit of the history of air service and I thought it might be helpful for you to have the Air Service Goals that the Board adopted in collaboration with the Air Command Committee back in 2021. I've included in red, the progress that has been made on these goals. Since this was adopted, most of the goals have been accomplished and we have transitioned to the biannual air service retreat with Air Commend Committee for setting our priorities.

On the pages after these goals, I've also included a chart showing all of the airports served since the inception of the RTA and the costs for those services. This chart also shows the percentage of total GVRTA expenses used each year to directly subsidize air service.

Gunnison Valley Air Service Goals
As of May, 2021

Priorities

1. ***Collaborative Public-Private Partnership***
2. ***Ensuring Stable and Sustainable Funding***
3. ***Air Service Results for the Valley***
4. ***Valley Marketing***
5. ***Community Engagement***

Goal #1: Creating a Collaborative Public-Private Partnership

The Gunnison Valley's economy significantly relies on air travelers – including visitors, students, local residents and second homeowners – who rely upon year-round air travel opportunities. Easily half of the jobs in the Valley depend on tourism. Increased visitors to the Valley through the Gunnison Airport benefit the entire Valley – we are one economy.

Valley-wide leadership from CBMR, the RTA, Gunnison Airport, WCU, and the Tourism Association has united in common purpose to create a synergistic Public Private Partnership focused on excellence and reliability in air service for the Valley. This collaborative Partnership will pool resources and speak with one voice to strengthen air service to the Valley. The following goals will define this collaborative Partnership:

- **Result #1: Affiliation**

The proposed Public Private Partnership will be a legal entity of the Gunnison Valley Transportation Authority (RTA) and will be known as the AC, the Air Command. The AC by-laws will be agreed to by founding members and approved by RTA board. – Accomplished.

- **Result #2: AC Voting Membership**

  The AC will be comprised of the following members:

  - 2 voting members – Gunnison Valley Transportation Authority (RTA) Chair and Appointed Board Member
  - 2 voting members – Representatives from Crested Butte Mountain Resort (CBMR)
  - 1 voting member – Tourism Association (TAPP) Executive Director
  - 1 voting member – Gunnison Airport (GUC) Manager
  - 1 non-voting member – RTA Executive Director
  - 1 non-voting member – Appointed by WCU.

  The AC will consider asking an interested community member to act as a non-voting facilitator/chair. – Accomplished.

- **Result #3: Decision Making Authority**

  AC by-laws will stipulate that only member organizations are authorized to make decisions. Should a member be unable to attend a meeting, then he/she may designate another representative from that same organization to attend the meeting. Designated representatives must be empowered to both make decisions and commit financial resources on behalf of the member organization. – Accomplished.

- **Result #4: Public and Private Funds**

  AC by-laws will stipulate that the Public-Private Partnership shall be legally eligible to receive both public and private funds. – Accomplished, but N/A.

- **Result #5: Authority to Negotiate**

  Coordinated negotiations with airlines, under the auspices of the AC, are critical to promoting and improving air service in the Valley. Negotiations with airlines will, in all cases, be conducted by one or more AC members, with consultation and assistance provided by air consultants, as needed. – Accomplished and ongoing.

- **Result #6: Information Sharing**

  In a business environment that is as prone to rapid change as the airline industry, and as highly competitive as resort markets, information is currency. All information related to air service, including marketing trends and data, that is provided to or that becomes available to any partner will be shared with all partners. All members are committed to creating open and honest dialogue, and to respecting any and all proprietary information. – Accomplished and ongoing.

- **Result #7: Air Service Goals Updates**

These Air Service Goals will be updated annually in March or April. Updated Air Service Goals may include additional targets and metrics.
We have transitioned to bi-annual air service retreats with the RTA Board of Directors and Air Command Committee to set goals.

Goal #2: Ensuring Stable and Sustainable Funding

The AC partners' approach to funding will be characterized as accountable, flexible and sustainable. The AC partners are pooling funds and together are strategically directing resources to maximize the impact and minimize the expense of airline guarantees and incentives for flights into and out of the Gunnison Airport.

The AC must have the flexibility to act quickly to anticipate and respond to changes in the market, and particularly, to changes in the airline industry and to decisions that impact GUC made by individual carriers. Decisions will be informed by the most up-to-date data and analysis available.

AC's funding strategies leverage increased resources to marketing the Valley. The following results implement the Partnership's funding strategies:

- **Result #1: Strategic Plan and Budget Approval**
  By May, 2016 the RTA Board will approve the ongoing Air Service Strategic Plan and the Budget for the Partnership. The AC will be a sub-fund of the RTA. – Accomplished.

- **Result #2: Fund Balances**
  The AC will establish a minimum fund balance of 30% annual contracted Minimum Revenue Guarantees (MRG's), and provide the ability to spend down, creating both security and flexibility. – Accomplished and ongoing (in GVRTA Air Command Fund.)

- **Result #3: MRG Funds**
  30% - 50% of the MRG cap will be spent each year. CBMR is committed to investing previous MRG funds in additional marketing for air service and the Valley. Mostly successful.

- **Result #4: Marketing Funds Growth**
  Marketing and sales funding will keep pace with air service growth.

- **Result #5: Airline Incentives**
  By August, 2016 Gunnison County Airport will have a policy approved by the Board of County Commissioners (BoCC) authorizing airline incentives that will be used in negotiations with airlines. – Accomplished.

Goal #3: Achieving Air Service Results for the Valley

Long term, reliable, sustainable air service through the Gunnison Airport is and will continue to be the priority. We will be opportunistic in looking at all options and ideas to leverage resources to expand air

service year-round. The following Results will create a flexible, long-term and sustainable Air Service Goals that will fuel our local economy and set an aggressive, competitive market position for the Valley:

- **Result #1: Economic Impact of the Airport to the Valley**
  By 2023, Gunnison Valley will experience a 40% increased economic impact over the 2013 level, as evidenced by: (delayed due to pandemic)
    - 45,000 enplanements
    - Increased corporate and general aviation activity
    - Increased load factor across the board

  Accomplished.

- **Result #2: Additional Service in Summer season**
  By Summer 2022, Gunnison Valley will consider expanded air service which will increase connectivity and our reach into other visitor markets. Considered and waiting for American to be able to fly Summer Dallas.

- **Result #3: Expanded Hub Service in Winter**
  In coordination with CBMR, expanded service to a new hub will be considered when appropriate. Meanwhile enhancing service to current hubs will be a priority. Accomplished and ongoing.

- **Result #6: Air Service Leakage**
  By June, 2023, GUC and Valley residents and visitors will experience 69% or less leakage to other airports, accomplished through increased air service connectivity for originating passengers. Difficult to measure, but leakage seems to have dropped.

- **Result #7: Connectivity for Business Travelers**
  By June, 2018, Gunnison Valley business travelers will experience improved air service connectivity year-round. This result will help the Valley establish an environment that is conducive to location-neutral businesses, which can further strengthen our economy. – Year-round service is accomplished and connectivity is ongoing.

- **Result #8: General Aviation at GUC**
  AC will have a strong partnership established with the GUC Airport/Fixed Base Operator (FBO) and Gunnison County to attract more General Aviation customers and generate additional revenue, as evidenced by the following:
    - By October, 2019, General Aviation and commercial airline customers will be able to rely on the services of a qualified airline mechanic located at GUC, on duty year around. – Accomplished.
    - By October, 2019, General Aviation customers will be able to experience improved lounge and ramp services, to include access to courtesy cars. – Lounge is accomplished.

Goal #4: Focused Valley Marketing and Sales

The Tourism Association (TAPP) and CBMR have developed a strong marketing partnership that will be further strengthened by the AC Public Private Partnership. Under the auspices of the AC, the TA and CBMR will continue to develop and implement cooperative marketing plans, which will be fully integrated where appropriate.

Further, dollars previously dedicated by CBMR to fund flight guarantees (MRG's) will now be invested in marketing, significantly increasing the resources dedicated to promoting our Valley. Marketing strategies will be closely aligned to the Air Service Goals and the Valley's Brand, and will be focused on the following results:

- **Result #1: Marketing Coordination**
  Marketing and sales plans by the Tourism Association, CBMR and other AC members will be developed and executed in a coordinated manner, and where appropriate, will be integrated with other AC efforts. This will include website designs and updates, social media campaigns, and other marketing strategies, and where possible, will focus on air service and targeted routes included in the Air Service Goals. – Accomplished and ongoing.

- **Result #2: Leveraging Airline Marketing**
  Investments in marketing and sales will, where appropriate, build upon and leverage airlines' booking sites and social media; these strategies will be executed in a manner that bolsters our partnerships with airlines.

- **Result #3: Increased Enplanements**
  To reach the Air Service Result of 45,000 enplanements by 2023, the AC will be opportunistic and consider all options including special events, targeted weekends, charters, boutique airlines, fractional jets, and other air service strategies when developing marketing and sales plans. Summer JSX has been a success towards this goal.

- **Result #4: Marketing the Valley's Brand**
  The AC will work with the TAPP and Chambers to develop and strengthen a common understanding of the Valley's 'Brand', and to align marketing strategies to that Brand. – Accomplished and ongoing.

- **Result #5: Marketing the Airport to Outbound Travelers**
  The RTA, TAPP and the Airport will annually develop a marketing program to encourage outbound travelers to Think Gunnison Airport First. TAPP is currently starting this for Fall service.

Goal #5: Community Engagement

The entire Gunnison Valley community benefits from visitors who fly into the Gunnison Airport. For both visitors and residents, reliable air service for business and personal travel is critical. The issues and dynamics of air service into the Valley, the financing of air service, the realities of a rapidly changing airline industry, and the economic implications for all Valley businesses and residents are not easily understood.

The AC very much wants the entire community engaged with air service and to understand the full impact it has on our community and economy. In particular, local businesses, government entities, non-profits, and other community entities directly benefit from air service and are invited, along with the entire community, to participate in its success in the following ways:

- **Result #1: Public Relations Plan**
  By October 1, 2017, the Air Command will create a Public Relations Plan. The Public Relations Plan will be aligned to relevant AC Results, and will include action plans, responsible parties, and measurable milestones and metrics. – Accomplished and ongoing

- **Result #2: Local Businesses as Ambassadors for Air Service**
  By Spring, 2019, 90% of hospitality related businesses will receive communication regarding the importance and functionality of the air program in a manner that is consistent with Air Command messaging. Non-Hospitality related businesses, including realtors, will also be communicated to as a result of these efforts. In their Public Relations Plan, the Air Command will include strategies for engaging local hospitality related businesses and ensuring consistent messaging and commitment to Air Service goals. – – Accomplished and ongoing

Airports Served History

Winter airports Served and and amount paid for the program (rounded to nearest $1,000)

	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14
Denver				$ 300,000	$ 400,000	$ 136,000	$ 400,000	$ 225,000				
Houston	$ 500,000	$ 500,000	$ 550,000						$ 640,000	$ 376,000	$ 334,000	$ 128,000
Dallas DFW		$ 219,000		$ 213,000	$ 500,000	$ 486,000	$ 250,000	$ 500,000	$ 550,000	$ 564,000	$ 596,000	$ 198,000
Dallas Love Field												
Austin												
Newark		$ 150,000										
Atlanta			$ 75,000				$ 200,000	$ 150,000				
Salt Lake							$ 300,000	$ 350,000				
Chicago							$ 250,000					$ 23,000
Los Angeles												
Total	$ 500,000	$ 869,000	$ 625,000	$ 513,000	$ 900,000	$ 622,000	$ 1,400,000	$ 1,225,000	$ 1,190,000	$ 940,000	$ 930,000	$ 349,000

Spring Airports Served

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Denver												

Summer Airports Served and Cost of Program (rounded to nearest $1,000)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Denver												
Houston	$ 250,000											$ 38,000
Dallas Love Field												
Total	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 38,000

Fall Airports Served

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Denver												

Total Paid for year	**$ 750,000**	**$ 869,000**	**$ 625,000**	**$ 513,000**	**$ 900,000**	**$ 622,000**	**$ 1,400,000**	**$ 1,225,000**	**$ 1,190,000**	**$ 940,000**	**$ 930,000**	**$ 387,000**
Paid by Partners	$ 531,000	$ -	$ -	$ -	$ 150,000	$ -	$ 600,000	$ 625,000	$ 563,000	$ 525,000	$ 214,000	$ 105,000
Paid by GVRTA	$ 219,000	$ 869,000	$ 625,000	$ 513,000	$ 750,000	$ 622,000	$ 800,000	$ 600,000	$ 627,000	$ 415,000	$ 716,000	$ 282,000
Total GVRTA Expenses	$ 516,000	$ 1,712,000	$ 1,304,000	$ 854,000	$ 1,200,000	$ 1,911,000	$ 1,595,000	$ 1,514,000	$ 1,485,000	$ 998,000	$ 1,003,000	$ 1,065,000
% of GVRTA for MRG	42%	51%	48%	60%	63%	33%	50%	40%	42%	42%	71%	26%

Airports Served History

Winter airports Served and and amount paid for the program (rounded to nearest $1,000)

	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25	Total
Denver												$ 1,461,000
Houston	$ 56,000	$ 3,000	$ 108,000	$ 271,000		$ 485,000			$ 12,000	$ 521,000	???	$ 4,484,000
Dallas DFW				$ 300,000	$ 251,000	$ 300,000	$ 300,000	$ 171,000	$ 300,000			$ 5,698,000
Dallas Love Field									$ 76,000			$ 76,000
Austin									small program			
Newark												$ 150,000
Atlanta												$ 425,000
Salt Lake												$ 650,000
Chicago	$ 112,000	$ 132,000	$ 489,000									$ 1,006,000
Los Angeles		$ 328,000	$ 431,000									$ 759,000
Total	$ 168,000	$ 463,000	$ 1,028,000	$ 571,000	$ 251,000	$ 785,000	$ 300,000	$ 171,000	$ 388,000	$ 521,000	$ -	$ 14,709,000

Spring Airports Served

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Denver										

Summer Airports Served and Cost of Program (rounded to nearest $1,000)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Denver											$ -
Houston	$ 145,000	$ 155,000	$ 172,000	$ 74,000	$ 202,000						$ 1,036,000
Dallas Love Field								$ 90,000			$ 90,000
Total	$ 145,000	$ 155,000	$ 172,000	$ 74,000	$ 202,000	$ -	$ -	$ 90,000	$ -	$ -	$ 1,126,000

Fall Airports Served

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Denver										

Total Paid for year	**$ 313,000**	**$ 618,000**	**$ 1,200,000**	**$ 645,000**	**$ 453,000**	**$ 785,000**	**$ 300,000**	**$ 261,000**	**$ 388,000**	**$ 521,000**	**$ 15,835,000**
Paid by Partners	$ 31,000	$ 463,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,807,000
Paid by GVRTA	$ 282,000	$ 155,000	$ 1,200,000	$ 645,000	$ 453,000	$ 785,000	$ 300,000	$ 261,000	$ 388,000	$ 521,000	$ 12,028,000
Total GVRTA Expenses	$ 1,270,000	$ 2,425,000	$ 3,562,000	$ 3,625,000	$ 4,680,000	$ 5,472,000	$ 5,850,000	$ 7,590,000	$ 9,593,000	$ 7,134,000	$ 66,358,000
% of GVRTA for MRG	22%	6%	34%	18%	10%	14%	5%	3%	4%	7%	18%

Bus program reports – August, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March	48,338	2,519	2,921	84,601	31	19.2	1,559.3	41,003	19.2	1,322.7	**7,335**	**17.9%**
April	23,103	2,081	2,335	67,593	30	11.1	770.1	16,010	9.4	533.7	**7,093**	**44.3%**
May	19,030	2,023	2,296	66,871	31	9.4	613.9	15,315	8.9	494.0	**3,715**	**24.3%**
June	26,340	1,933	2,198	63,852	30	13.6	878.0	21,130	12.6	704.3	**5,210**	**24.7%**
July	34,747	2,012	2,313	66,898	31	17.3	1,120.9	26,599	15.4	858.0	**8,148**	**30.6%**
August	31,452	1,965	2,272	65,345	31	16.0	1,014.6	24,036	13.9	775.4	**7,416**	**30.9%**
September												
October												
November												
December												
Total	**280,257**	**17,374**	**20,033**	**577,741**	**244**	**16.1**	**1,148.6**	**223,278**			**56,979**	**25.5%**

Passengers by Stop – Spring/Summer/Fall 2024

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	23	1,128	269	732	933	676	1,177	396	735	885	132	90	180	514	395	50	40	54	223	8,214
May	31	1,413	322	1,066	1,157	1,082	1,388	404	916	1,206	261	199	191	863	526	61	83	42	352	11,006
June	30	2,044	521	899	1,545	1,351	2,123	538	1,090	1,657	520	312	333	1,499	565	122	142	84	711	15,491
July	31	2,026	568	1,094	1,840	1,843	2,666	849	1,424	1,950	889	304	481	2,384	691	204	335	102	1,368	20,327
August	31	2,057	617	1,193	1,718	1,552	2,402	785	1,373	1,944	594	294	441	1,771	638	147	200	62	1,034	18,184
September																				-
October																				-
November																				-
Total	**146**	**8,668**	**2,297**	**4,984**	**7,193**	**6,504**	**9,756**	**2,972**	**5,538**	**7,642**	**2,396**	**1,199**	**1,626**	**7,031**	**2,815**	**584**	**800**	**344**	**3,688**	**73,222**
Avg / Day		**59.4**	**15.7**	**34.1**	**49.3**	**44.5**	**66.8**	**20.4**	**37.9**	**52.3**	**16.4**	**8.2**	**11.1**	**48.2**	**19.3**	**4.0**	**5.5**	**2.4**	**25.3**	**501.5**

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
April	23	1,266	2,826	29	121	159	478	534	216	81	565	159	5,900
May	31	1,383	4,305	51	198	211	615	991	160	134	734	233	8,024
June	30	2,386	6,068	82	235	272	606	1,455	268	111	531	290	10,849
July	31	3,578	7,828	85	304	393	788	2,041	388	131	602	323	14,420
August	31	3,231	7,058	108	289	307	733	1,690	456	90	666	340	13,278
September	-												-
October	-												-
November	-												-
Total	**146**	**11,844**	**28,085**	**355**	**1,147**	**1,342**	**3,220**	**6,711**	**1,488**	**547**	**3,098**	**1,345**	**52,471**
Avg / Day		**81.1**	**192.4**	**2.4**	**7.9**	**9.2**	**22.1**	**46.0**	**10.2**	**3.7**	**21.2**	**9.2**	**359.4**

Passenger Boardings by Time – Spring/Summer/Fall 2024

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2024

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
Northbound									
5:21 AM	42	49	86	154	158				489
5:51 AM	76	153	238	468	540				1,475
6:21 AM	208	293	542	676	672				2,391
6:56 AM	390	736	1,104	1,435	1,248				4,913
7:26 AM	361	523	708	996	824				3,412
7:56 AM	322	541	707	1,023	855				3,448
8:26 AM	251	311	542	707	625				2,436
9:01 AM	279	332	563	766	536				2,476
9:31 AM	251	342	462	600	601				2,256
10:01 AM	213	307	397	501	373				1,791
10:31 AM	205	280	570	719	513				2,287
11:01 AM	174	250	463	485	488				1,860
11:36 AM	196	243	492	581	481				1,993
12:06 PM	183	286	391	527	485				1,872
12:36 PM	234	327	543	729	606				2,439
1:06 PM	260	365	520	584	522				2,251
1:41 PM	410	360	536	722	690				2,718
2:11 PM	311	380	606	794	617				2,708
2:41 PM	362	485	611	764	763				2,985
3:11 PM	304	362	583	616	560				2,425
3:46 PM	465	649	593	669	740				3,116
4:16 PM	390	457	500	735	595				2,677
4:46 PM	362	432	536	733	564				2,627
5:16 PM	320	443	504	612	617				2,496
5:46 PM	245	284	399	494	475				1,897
6:16 PM	216	317	306	466	591				1,896
6:51 PM	233	288	355	543	471				1,890
7:21 PM	233	258	282	446	413				1,632
7:51 PM	190	248	241	419	419				1,517
8:21 PM	205	192	306	313	321				1,337
8:56 PM	114	211	245	455	251				1,276
9:26 PM	101	181	210	269	261				1,022
9:56 PM	108	121	350	326	299				1,204
Total	**8,214**	**11,006**	**15,491**	**20,327**	**18,174**	**-**	**-**	**-**	**73,212**
Southbound									
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	97	110	131	185	195				718
7:10 AM	206	257	122	148	207				940
7:40 AM	144	209	201	340	275				1,169
8:15 AM	112	149	150	147	161				719
8:45 AM	108	150	139	130	138				665
9:15 AM	98	89	149	151	155				642
9:45 AM	97	107	177	320	210				911
10:20 AM	106	159	189	239	186				879
10:50 AM	169	144	192	243	275				1,023
11:20 AM	174	212	255	289	245				1,175
11:50 AM	139	194	224	259	225				1,041
12:20 PM	165	192	293	298	327				1,275
12:55 PM	153	190	257	348	291				1,239
1:25 PM	153	224	270	337	337				1,321
1:55 PM	197	284	235	376	368				1,460
2:25 PM	216	271	418	402	489				1,796
3:00 PM	250	319	427	537	504				2,037
3:30 PM	259	326	479	579	661				2,304
4:00 PM	454	631	709	894	873				3,561
4:30 PM	368	549	618	833	808				3,176
5:05 PM	396	708	1,038	1,196	1,170				4,508
5:35 PM	232	386	542	723	643				2,526
6:05 PM	207	278	507	670	541				2,203
6:35 PM	147	273	318	401	401				1,540
7:05 PM	145	146	254	381	305				1,231
7:35 PM	167	163	243	397	303				1,273
8:10 PM	154	194	320	485	358				1,511
8:40 PM	161	253	305	421	297				1,437
9:10 PM	169	283	495	550	578				2,075
9:40 PM	141	168	394	469	453				1,625
10:20 PM	125	176	291	739	464				1,795
11:00 PM	118	91	264	480	442				1,395
11:30 PM	73	139	243	453	393				1,301
Total	**5,900**	**8,024**	**10,849**	**14,420**	**13,278**	**-**	**-**	**-**	**52,471**
Overall Total	**14,114**	**19,030**	**26,340**	**34,747**	**31,452**	**-**	**-**	**-**	**125,683**

Average Riders per Bus - Spring, Summer, Fall, 2024

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
Northbound									
5:21 AM	1.8	1.6	2.9	5.0	5.1				3.3
5:51 AM	3.3	4.9	7.9	15.1	17.4				10.1
6:21 AM	9.0	9.5	18.1	21.8	21.7				16.4
6:56 AM	17.0	23.7	36.8	46.3	40.3				33.7
7:26 AM	15.7	16.9	23.6	32.1	26.6				23.4
7:56 AM	14.0	17.5	23.6	33.0	27.6				23.6
8:26 AM	10.9	10.0	18.1	22.8	20.2				16.7
9:01 AM	12.1	10.7	18.8	24.7	17.3				17.0
9:31 AM	10.9	11.0	15.4	19.4	19.4				15.5
10:01 AM	9.3	9.9	13.2	16.2	12.0				12.3
10:31 AM	8.9	9.0	19.0	23.2	16.5				15.7
11:01 AM	7.6	8.1	15.4	15.6	15.7				12.7
11:36 AM	8.5	7.8	16.4	18.7	15.5				13.7
12:06 PM	8.0	9.2	13.0	17.0	15.6				12.8
12:36 PM	10.2	10.5	18.1	23.5	19.5				16.7
1:06 PM	11.3	11.8	17.3	18.8	16.8				15.4
1:41 PM	17.8	11.6	17.9	23.3	22.3				18.6
2:11 PM	13.5	12.3	20.2	25.6	19.9				18.5
2:41 PM	15.7	15.6	20.4	24.6	24.6				20.4
3:11 PM	13.2	11.7	19.4	19.9	18.1				16.6
3:46 PM	20.2	20.9	19.8	21.6	23.9				21.3
4:16 PM	17.0	14.7	16.7	23.7	19.2				18.3
4:46 PM	15.7	13.9	17.9	23.6	18.2				18.0
5:16 PM	13.9	14.3	16.8	19.7	19.9				17.1
5:46 PM	10.7	9.2	13.3	15.9	15.3				13.0
6:16 PM	9.4	10.2	10.2	15.0	19.1				13.0
6:51 PM	10.1	9.3	11.8	17.5	15.2				12.9
7:21 PM	10.1	8.3	9.4	14.4	13.3				11.2
7:51 PM	8.3	8.0	8.0	13.5	13.5				10.4
8:21 PM	8.9	6.2	10.2	10.1	10.4				9.2
8:56 PM	5.0	6.8	8.2	14.7	8.1				8.7
9:26 PM	4.4	5.8	7.0	8.7	8.4				7.0
9:56 PM	4.7	3.9	11.7	10.5	9.6				8.2
Total	**10.8**	**10.8**	**15.6**	**19.9**	**17.8**				**15.2**
Southbound									
Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	4.2	3.5	4.4	6.0	6.3				4.9
7:10 AM	9.0	8.3	4.1	4.8	6.7				6.4
7:40 AM	6.3	6.7	6.7	11.0	8.9				8.0
8:15 AM	4.9	4.8	5.0	4.7	5.2				4.9
8:45 AM	4.7	4.8	4.6	4.2	4.5				4.6
9:15 AM	4.3	2.9	5.0	4.9	5.0				4.4
9:45 AM	4.2	3.5	5.9	10.3	6.8				6.2
10:20 AM	4.6	5.1	6.3	7.7	6.0				6.0
10:50 AM	7.3	4.6	6.4	7.8	8.9				7.0
11:20 AM	7.6	6.8	8.5	9.3	7.9				8.0
11:50 AM	6.0	6.3	7.5	8.4	7.3				7.1
12:20 PM	7.2	6.2	9.8	9.6	10.5				8.7
12:55 PM	6.7	6.1	8.6	11.2	9.4				8.5
1:25 PM	6.7	7.2	9.0	10.9	10.9				9.0
1:55 PM	8.6	9.2	7.8	12.1	11.9				10.0
2:25 PM	9.4	8.7	13.9	13.0	15.8				12.3
3:00 PM	10.9	10.3	14.2	17.3	16.3				14.0
3:30 PM	11.3	10.5	16.0	18.7	21.3				15.8
4:00 PM	19.7	20.4	23.6	28.8	28.2				24.4
4:30 PM	16.0	17.7	20.6	26.9	26.1				21.8
5:05 PM	17.2	22.8	34.6	38.6	37.7				30.9
5:35 PM	10.1	12.5	18.1	23.3	20.7				17.3
6:05 PM	9.0	9.0	16.9	21.6	17.5				15.1
6:35 PM	6.4	8.8	10.6	12.9	12.9				10.5
7:05 PM	6.3	4.7	8.5	12.3	9.8				8.4
7:35 PM	7.3	5.3	8.1	12.8	9.8				8.7
8:10 PM	6.7	6.3	10.7	15.6	11.5				10.3
8:40 PM	7.0	8.2	10.2	13.6	9.6				9.8
9:10 PM	7.3	9.1	16.5	17.7	18.6				14.2
9:40 PM	6.1	5.4	13.1	15.1	14.6				11.1
10:20 PM	5.4	5.7	9.7	23.8	15.0				12.3
11:00 PM	5.1	2.9	8.8	15.5	14.3				9.6
11:30 PM	3.2	4.5	8.1	14.6	12.7				8.9
Total	**7.8**	**7.8**	**11.0**	**14.1**	**13.0**				**10.9**
Overall Total	**9.3**	**9.3**	**13.3**	**17.0**	**15.4**				**13.0**

Spring, Summer, Fall - 2024 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	5	754	0.7%	97.1%	99.1%	99.1%	0.1%	0.8%
May	31	1,023	16	1,007	1.6%	96.5%	98.4%	98.5%	0.8%	0.7%
June	30	990	23	967	2.3%	93.3%	98.7%	99.4%	0.4%	0.2%
July	31	1,023	20	1,003	2.0%	85.5%	97.1%	99.1%	0.5%	0.4%
August	31	1,023	41	982	4.0%	94.5%	98.9%	99.3%	0.4%	0.3%
September										
October										
November										
Total	**146**	**4,818**	**105**	**4,713**	**2.2%**	**93.2%**	**98.4%**	**99.1%**	**0.5%**	**0.5%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	6	753	0.8%	96.5%	98.4%	98.7%	0.3%	1.1%
May	31	1,023	14	1,009	1.4%	93.1%	96.3%	97.6%	0.3%	2.1%
June	30	990	26	964	2.6%	89.4%	97.5%	98.8%	0.3%	0.9%
July	31	1,023	14	1,009	1.4%	85.6%	95.3%	97.5%	0.5%	2.0%
August	31	1,023	41	982	4.0%	88.9%	86.8%	98.4%	0.3%	1.3%
September										
October										
November										
Total	**146**	**4,818**	**101**	**4,717**	**2.1%**	**90.4%**	**94.7%**	**98.2%**	**0.3%**	**1.5%**

Average:	**2.1%**	**91.8%**	**96.5%**	**98.6%**	**0.4%**	**1.0%**

Late/Missed Runs – July, 2024

July 1-July 31, 2024			
Date	Late run	Missed Runs	Reason/Incident
7/4/2024		8:21 PM NB & 9:40 PM SB	Driver Shortage
7/6/2024		5:21 AM & 6:40 AM SB, 7:26 AM NB & 8:45 AM SB	Driver Shortage
7/6/2024		8:10 PM SB, 8:56 PM NB & 10:20 PM SB	Driver Shortage
7/9/2024		8:21 PM NB & 9:40 PM SB	Driver Shortage
7/11/2024	2:41 PM NB	9:01 AM NB & 10:20 AM SB	HAD TO SWITCH BUSES, MECHANICAL ON ASSGND BUS 10 MINS LATE/XLD RUNS-DRVR ILLNESS
7/11/2024	4:16 PM NB & 5:35 PM SB		15-20 MINS LATE-MECHANICAL
7/14/2024		6:56 AM NB &8:15 AM SB,10:20 AM SB, 5:35 PM SB	Driver Shortage
7/16/2024		5:16 PM NB & 6:35 PM	XLD DUE TO DRVR ILLNESS/NO LIBRARY STOP 4-6 PM-ROAD CLOSURE
7/16/2024		7:21 PM NB & 8:40 PM SB, 8:21 PM NB & 9:40 PM SB	Driver Shortage
7/17/2024		7:21 PM NB & 8:40 PM SB, 9:26 PM NB & 11 PM SB	DRVR SHORTAGE & MECHANICAL ON 11 PM SB
7/18/2024		6:05 PM SB, 7:21 PM NB & 8:40 PM SB	MECHNICAL-BLEW HOSE
7/19/2024	1:06 PM NB & 2:25 PM SB, 5:16 PM NB		LATE RUNS DUE TO MECHANICAL "SLOW BUS,"
7/20/2024		6:35 PM SB	MECHANICAL
7/21/2024	1:06 PM NB		CATTLE DRIVE HWY 135
7/23/2024	5:16 PM NB		STARTED 5:16 PM NB 14 MINS LATE-MECHANICAL
7/23/2024	9:26 PM NB	11:00 PM SB	9:26 PM NB BROKE DOWN CBS, XLD 11:00 PM SB-MECHANICAL
7/26/2024	1:06 PM NB &/OR 2:25 PM SB		ACCIDENT ON HWY 135
7/28/2024		5:46 PM NB & 7:05 PM SB	Driver Shortage

Late/Missed Runs – August, 2024

August 1- August 31, 2024			
Date	Late run	Missed Runs	Reason/Incident
8/2/2024	4:16 PM NB & 5:35 PM SB @1/2 HR LATE		RUNNING @ 1/2 HOUR LATE-NO NOTE WHY
8/3/2024		5:51 AM NB & 8:15 AM SB, 7:56 AM NB & 9:15 AM SB	DRVR SHORTAGE
8/4/2024		5:21 AM NB & 6:40 AM SB, 5:51 AM NB & 7:10 AM SB, 6:56 AM NB & 7:40 AM SB, 7:26 AM NB & 8:45 AM SB, 7:56 AM NB & 9:15 AM SB, 10:31 AM NB & 11:50 AM SB, 12:36 PM NB & 1:55 PM SB	DRVR SHORTAGE
8/5/2024		5:21 AM NB & 6:40 AM SB	DRVR SHORTAGE
8/5/2024		6:56 AM NB	MECHANICAL
8/5/2024		7:26 AM NB & 8:45 AM SB	DRVR SHORTAGE
8/6/2024	MOST AFTERNOON RUNS		@15-20 MINS LATE-HEAVY TRAFFIC
8/9/2024	12:36 PM SB	10:31 AM NB	DRVR LATE/LAST MINUTE ADD
8/10/2024		5:51 AM NB & 7:10 AM SB	DRVR ILLNESS
8/10/2024		7:56 AM NB & 9:15 AM SB	DRVR ILLNESS
8/11/2024		4:46 PM NB & 6:05 PM SB, 5:46 PM NB & 7:05 PM SB	DRVR SHORTAGE
8/12/2024		5:21 AM NB & 6:40 AM SB, 7:26 AM NB & 8:45 AM SB, 7:56 AM NB & 9:15 AM SB	DRVR SHORTAGE
8/12/2024	1:06 PM NB	10:50 AM SB	XLD MECHANICAL AND DELAYED 1:06 PM NB-
8/14/2024		8:15 AM SB, 9:01 AM NB & 10:20 AM SB, 4:46 PM NB & 6:05 PM SB, 7:21 PM NB & 8:40 PM SB, 9:26 PM NB & 11 PM SB	DRVR SHORTAGE
8/15/2024		6:51 PM NB & 8:10 PM, 8:56 PM NB & 10:20 PM SB	DRVR SHORTAGE
8/16/2024		6:51 PM NB & 8:10 PM, 8:56 PM NB & 10:20 PM SB	DRVR SHORTAGE
8/18/2024		10:01 AM NB & 11:20 AM SB	DRVR SHORTAGE
8/21/2024		8:21 PM NB & 9:40 PM SB	DRVR ILLNESS
8/24/2024		9:01 AM NB & 10:20 AM SB, 6:51 PM NB & 8:10 PM	DRVR SHORTAGE
8/25/2024		7:21 PM NB & 8:40 PM SB, 9:26 PM NB & 11 PM SB, 8:21 PM NB & 9:40 PM SB	DRVR SHORTAGE
8/26/2024		9:01 AM NB & 10:20 AM SB	DRVR SHORTAGE
8/26/2024		8:56 PM NB & 10:20 PM SB	DRVR ILLNESS
8/31/2024		6:51 PM NB & 8:10 PM, 7:21 PM NB & 8:40 PM SB, 8:56 PM NB & 10:20 PM SB, 9:26 PM NB & 11 PM SB	DRVR SHORTAGE

GVRTA 2024 Emissions Analysis – August, 2024

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March	48,338	2,519	18,320	1,675	138,416	624,843	486,428	10.063	94	9,421	9,327	0.193	36,405	0.753
April	23,103	2,081	14,083	1,502	108,587	298,642	190,055	8.226	82	4,503	4,421	0.191	27,985	1.211
May	19,030	2,023	10,812	1,756	89,506	245,992	156,486	8.223	89	3,709	3,619	0.190	21,486	1.129
June	26,340	1,933	13,135	729	94,444	340,485	246,041	9.341	46	5,134	5,088	0.193	26,102	0.991
July	34,747	2,012	11,910	2,698	106,375	449,159	342,784	9.865	133	6,772	6,640	0.191	23,668	0.681
August	31,452	1,965	11,726	2,776	105,944	406,566	300,622	9.558	136	6,130	5,994	0.191	23,302	0.741
September														
October														
November														
December														
Total	**280,257**	**17,374**	**112,926**	**16,575**	**916,872**	**3,622,755**	**2,705,883**	**9.655**	**856**	**54,622**	**53,766**	**0.192**	**224,406**	**0.801**

Automobile emissions vs. GVRTA bus emissions:

4.08 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.96 average GVRTA bus trips.

The RTA averaged 16.1 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 52.773 Kg of CO2 emissions and 0.0493 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March	10,412	0	10,510	9,822	1,172	9,963	10,965	10,496	11,027	9,442	1,744	85,553	84,601
April	7,039	406	6,655	1,543	6,346	8,736	7,520	9,142	10,336	8,919	3,712	70,354	67,593
May	8,258	2,311	1,351	0	8,091	6,657	4,013	8,123	8,555	9,301	10,524	67,184	66,871
June	4,047	0	3,054	1	9,436	6,243	7,505	10,168	9,928	9,433	4,859	64,674	63,852
July	8,738	7,688	68	0	8,729	7,533	4,550	9,266	9,155	9,127	3,006	67,860	66,898
August	8,780	9,015	0	2,832	9,043	14	7,826	8,651	9,533	8,697	715	65,106	65,345
September												-	
October												-	
November												-	
December												-	
Total	**59,899**	**37,310**	**34,713**	**24,137**	**60,859**	**54,782**	**61,871**	**69,467**	**78,292**	**75,277**	**29,257**	**585,864**	**577,741**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**615,001**	**606,416**	**487,029**	**427,147**	**425,838**	**455,877**	**340,688**	**239,982**	**130,333**	**126,899**			

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March	$ 1,039	$ -	$ 1,743	$ 1,086	$ 3,722	$ 682	$ 1,314	$ 1,890	$ 1,806	$ 3,199	$ 13,285	$ 29,766
April	$ 6,791	$ 1,700	$ 4,695	$ 1,654	$ 3,782	$ 5,048	$ 7,825	$ 7,265	$ -	$ 227	$ 20,020	$ 59,007
May	$ 3,161	$ 8,622	$ 3,046	$ 552	$ 3,572	$ 1,944	$ 3,301	$ -	$ 454	$ -	$ 21,617	$ 46,269
June	$ 1,956	$ 5,420	$ 227	$ -	$ 683	$ 8,205	$ 1,634	$ 1,398	$ 799	$ 1,060	$ 21,578	$ 42,960
July	$ 2,894	$ 6,012	$ -	$ 7,538	$ 962	$ 833	$ 9,113	$ 1,434	$ 1,409	$ 695	$ 28,791	$ 59,681
August	$ 7,631	$ 2,702	$ -	$ 996	$ 531	$ 5,763	$ 2,181	$ 1,809	$ 227	$ 871	$ 25,428	$ 48,139
September											$ -	
October											$ -	
November											$ -	
December											$ -	
Total	**$ 31,615**	**$ 27,620**	**$ 19,103**	**$ 16,252**	**$ 15,126**	**$ 28,658**	**$ 26,648**	**$ 20,619**	**$ 6,449**	**$ 7,889**	**$ 177,143**	**$ 377,122**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March	1,085	247	1,332	3,631	3,719	7,350	$ 24,582	$ 7,802	$ 32,384
April	1,088	258	1,346	3,689	3,902	7,591	$ 27,536	$ 8,173	$ 35,709
May	929	220	1,149	3,380	5,411	8,791	$ 24,510	$ 9,206	$ 33,716
June	940	197	1,137	2,938	2,976	5,914	$ 19,455	$ 7,373	$ 26,828
July	1,004	281	1,285	3,254	2,295	5,549	$ 21,997	$ 9,180	$ 31,177
August	961		961	2,905		2,905	$ 26,552		$ 26,552
September			-			-			$ -
October			-			-			$ -
November			-			-			$ -
December			-			-			$ -
Total	**8,197**	**1,635**	**9,832**	**26,153**	**23,664**	**49,817**	**$ 193,192**	**$ 53,434**	**$ 246,626**



Summer Survey Results

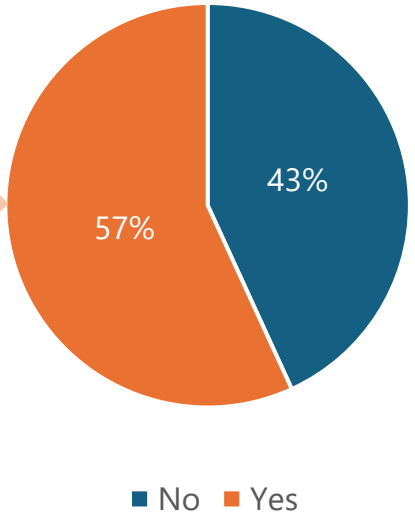
Gunnison Valley Regional Transportation Authority

Summer Survey dates: June 24 – July 28, 2024

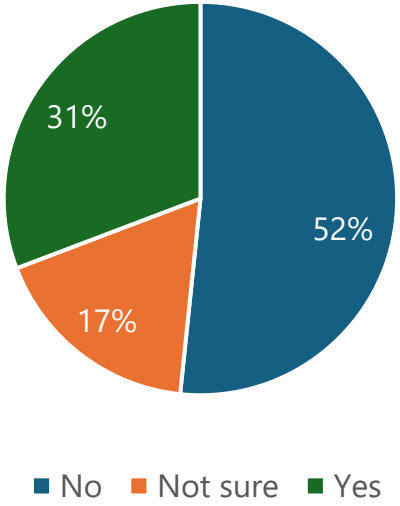
- **183 Total Responses**
- **57% surveys taken on board**
- **52% took the previous survey in the winter**

11% more on-board survey responses than in the winter survey.

Are you taking this survey while riding the RTA bus?

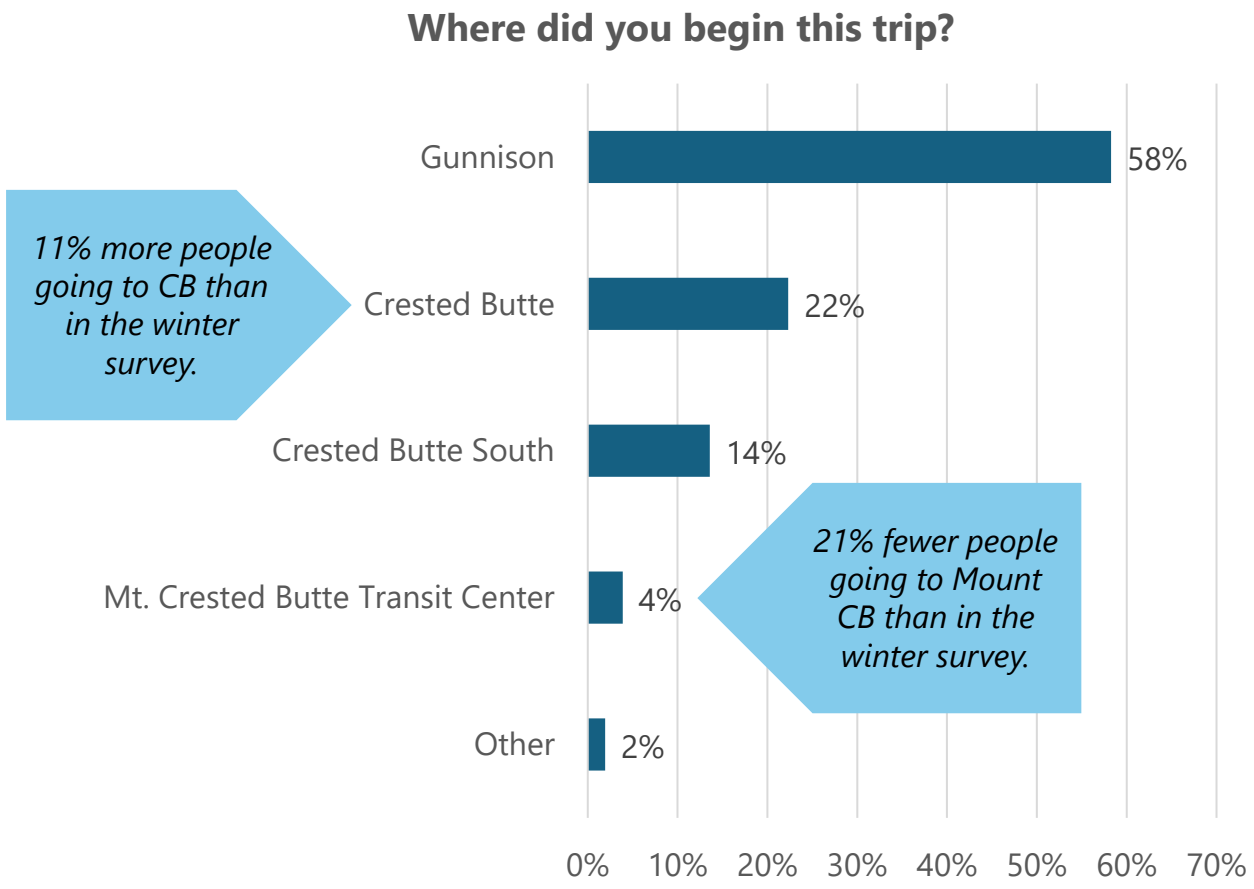


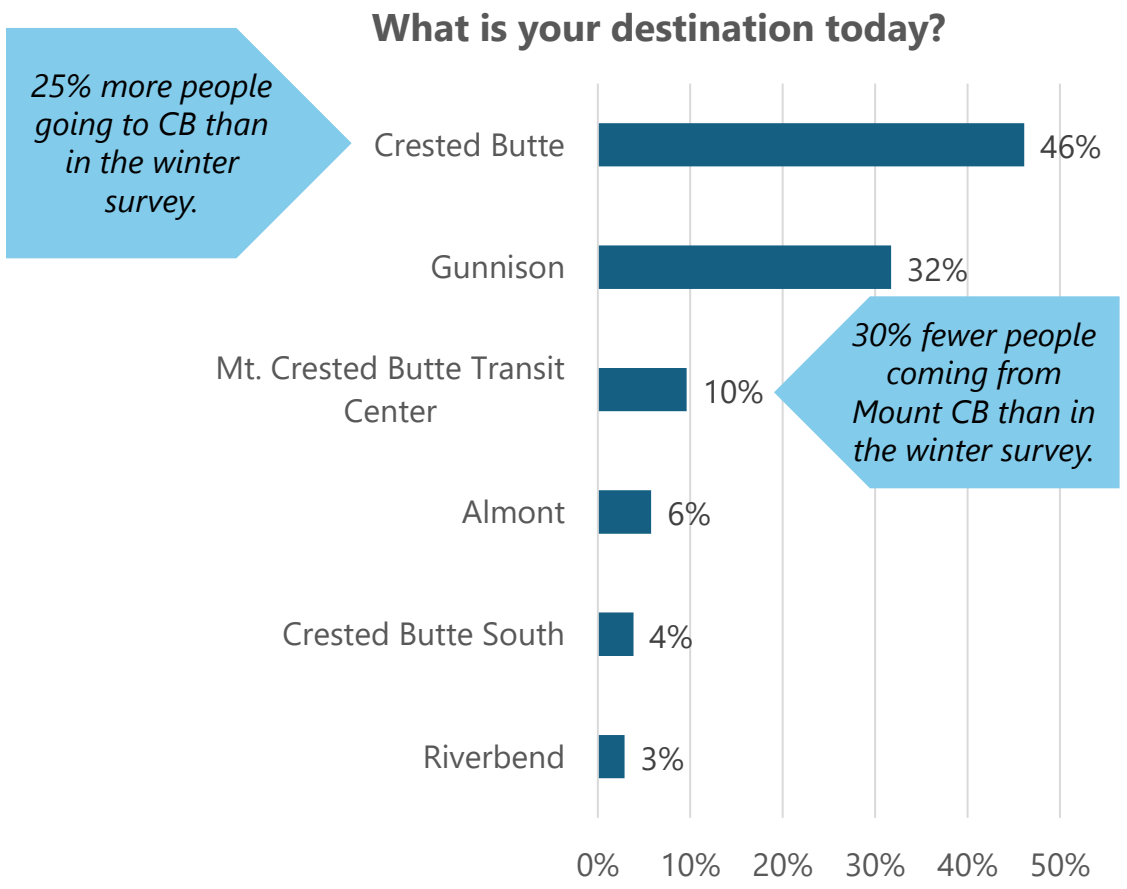
Did you take the GVRTA survey in March 2024 about your winter riding experience?



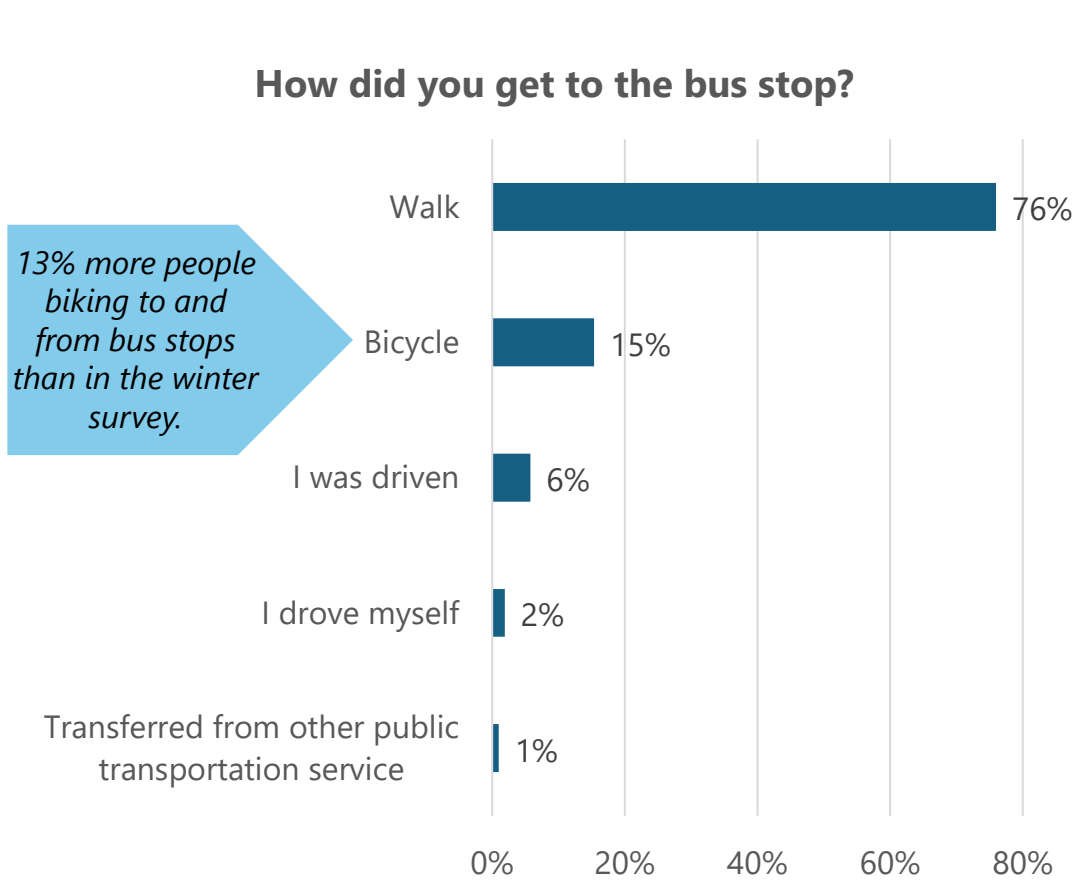
Questions Specific to the On-Board Passengers

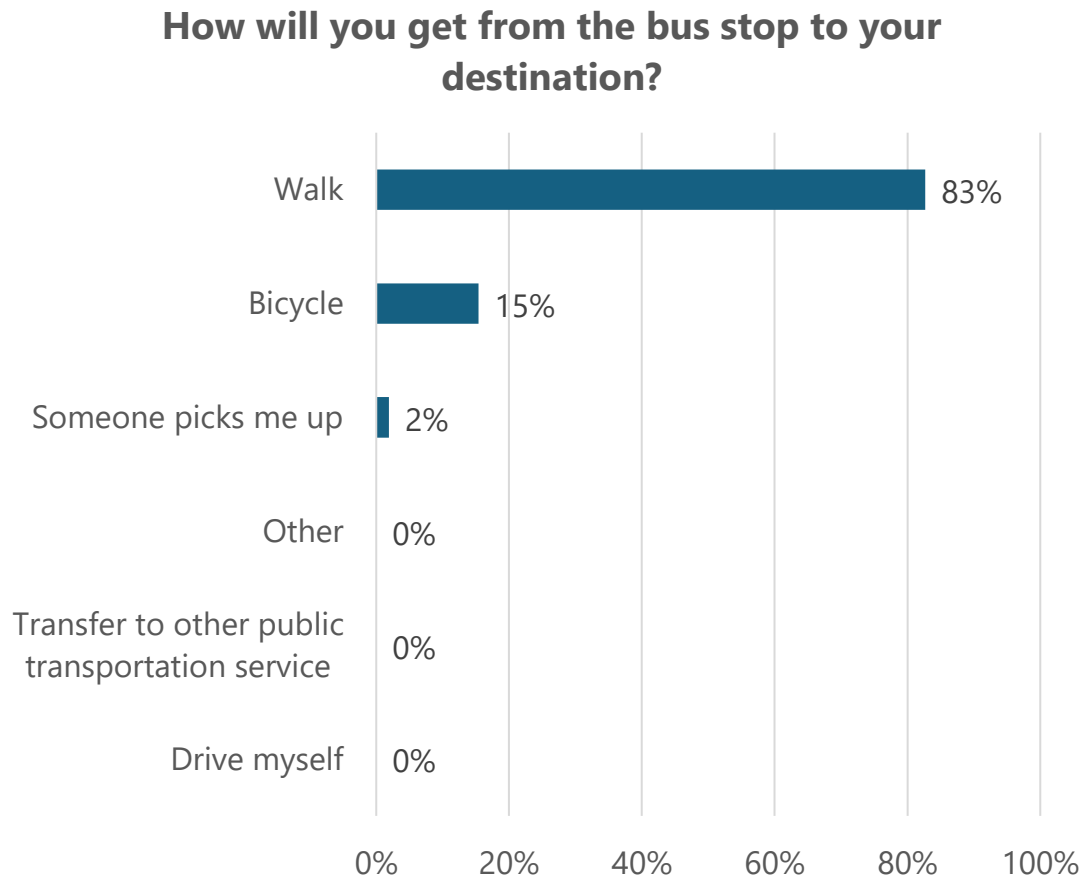
Origins and Destinations





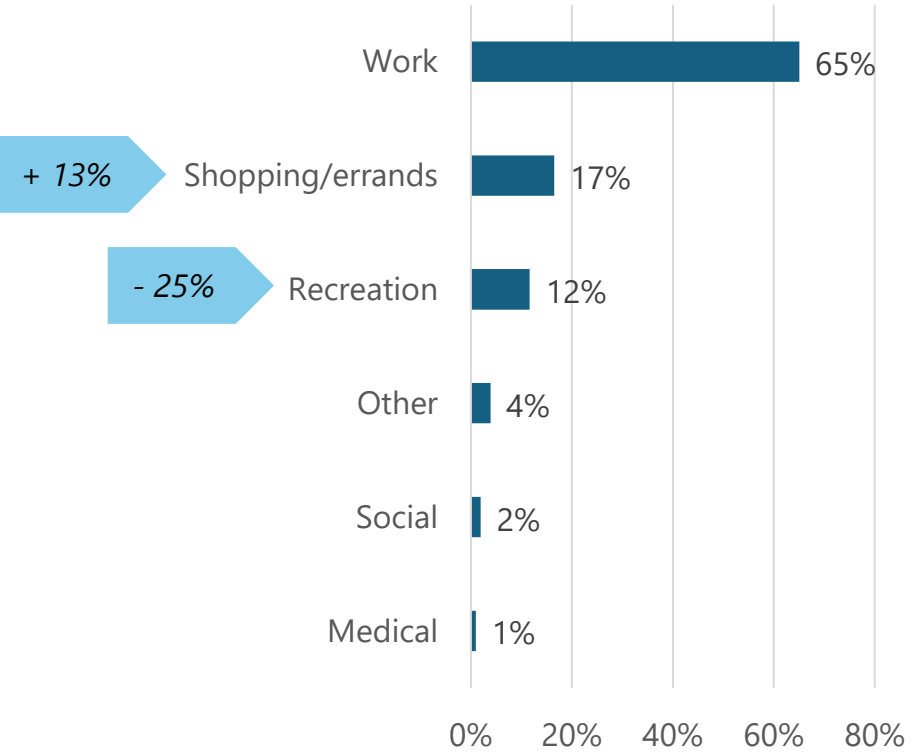
Mode to/from Bus Stop



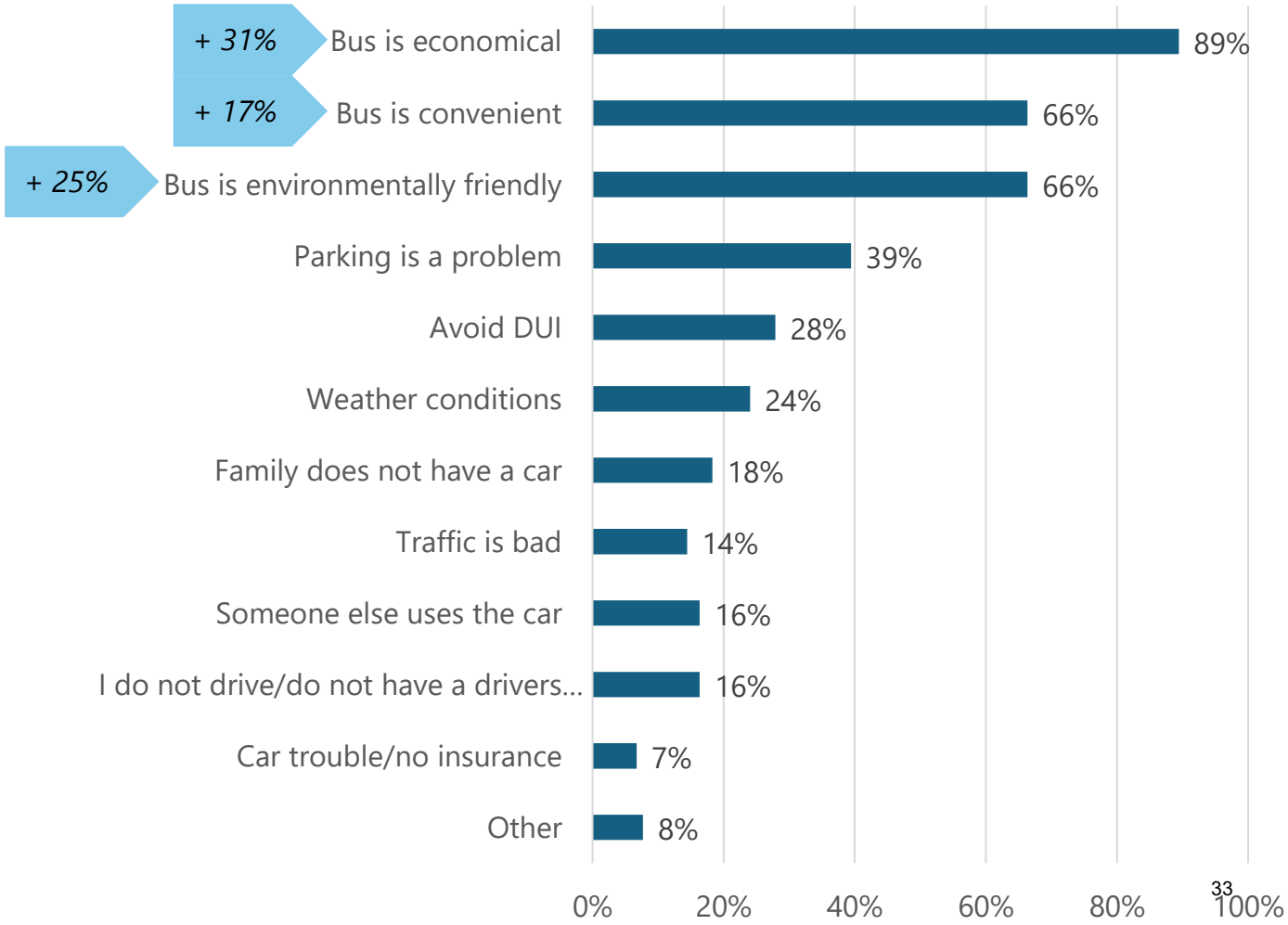


Trip Purpose and Reasons to Ride

What is the purpose of this trip today?

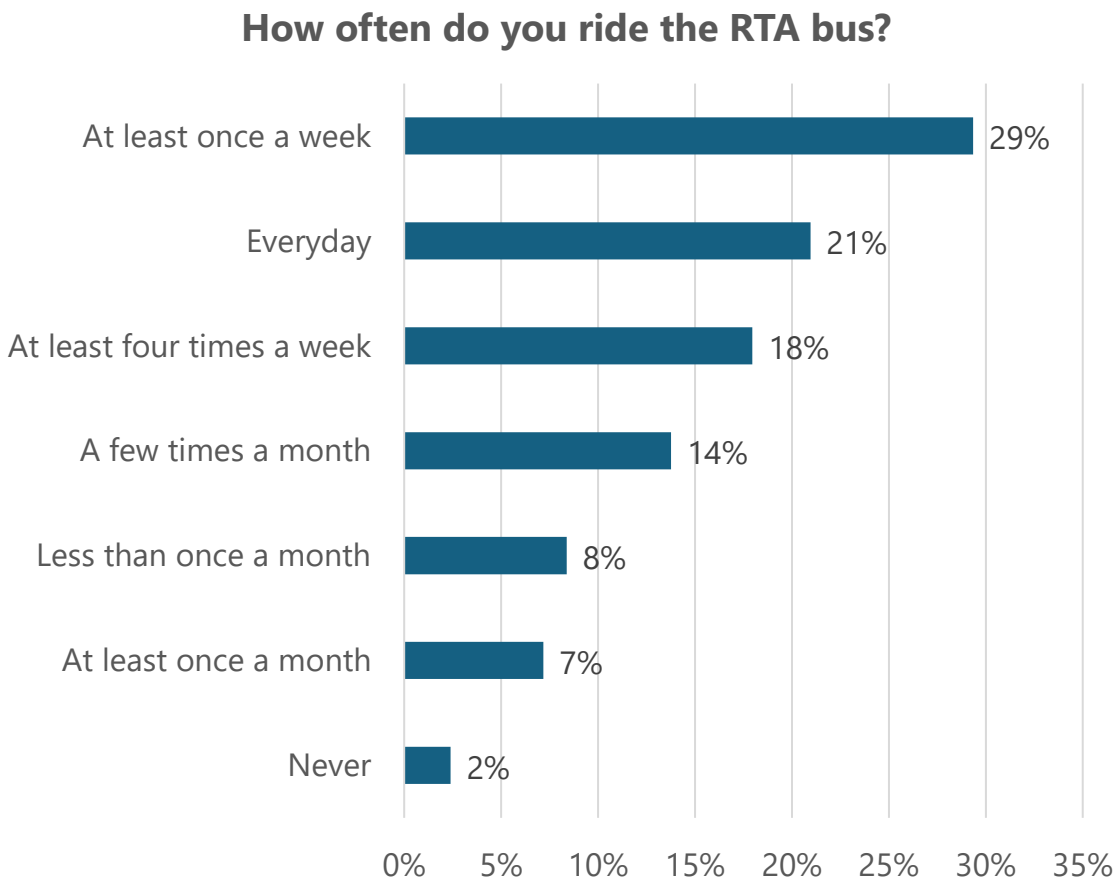


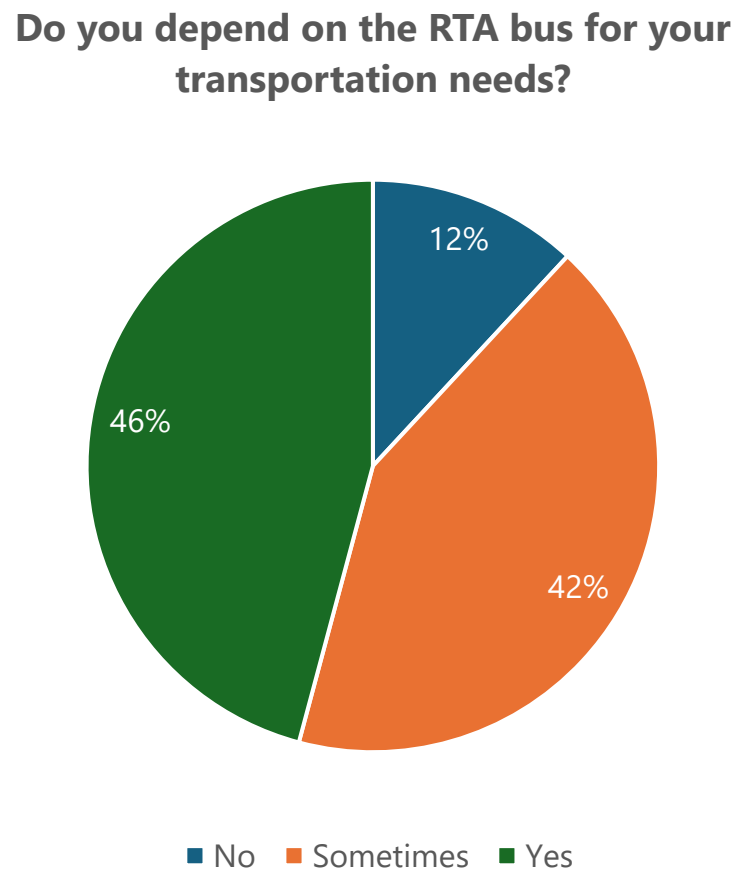
What are the most important reasons you currently ride the RTA bus?



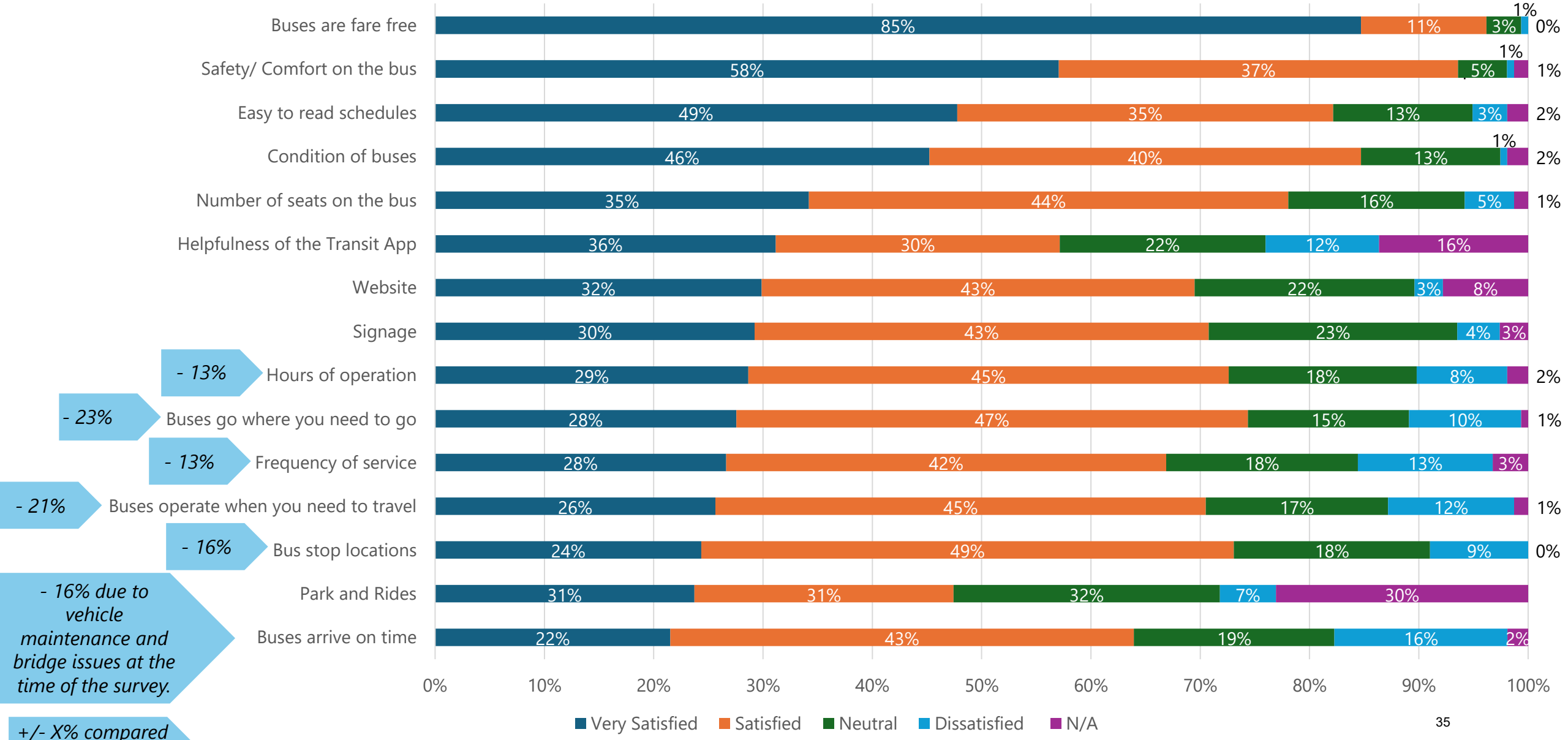
+/- X% compared to winter survey

Trip Frequency and Dependence





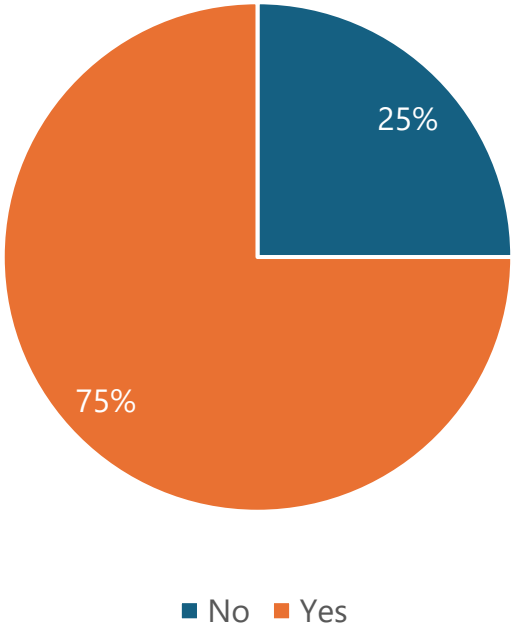
RTA Service Characteristics



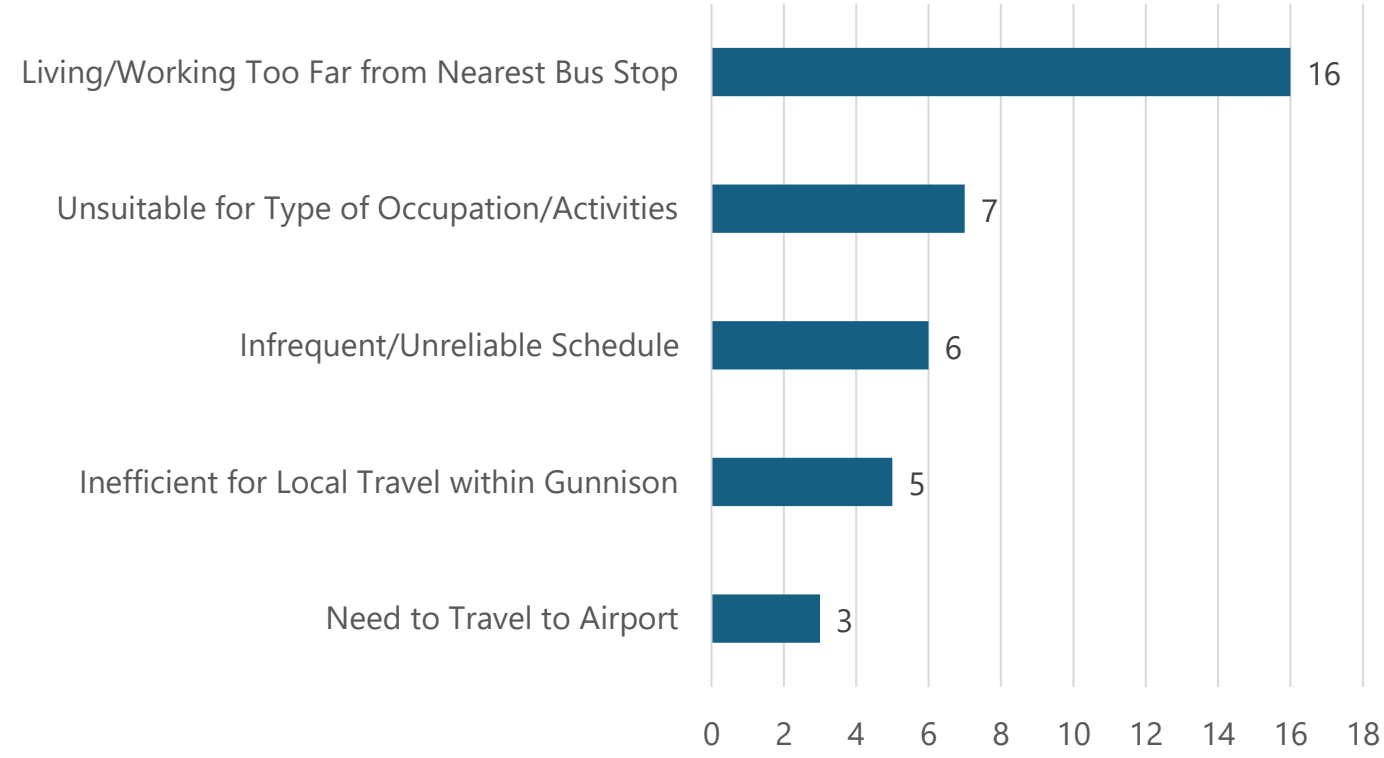
Questions Answered by Those Who Either Did Not Fill Out the Winter Survey, or Chose To Provide Input on Their Summer Experience

Transit Potential

Is it possible for you to use transit for the majority of your trips during the day?

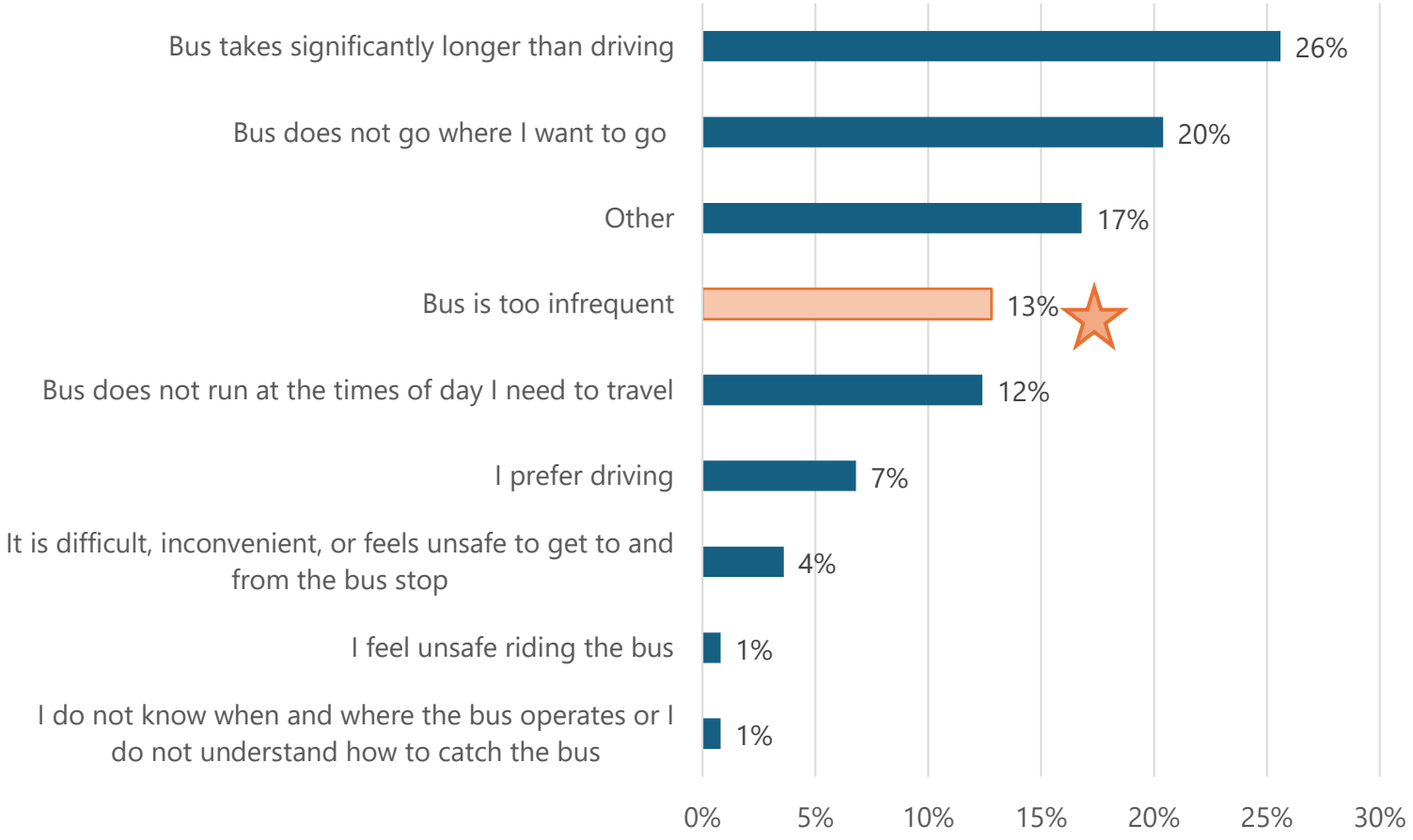


If you answered "No" to the previous question, please answer why not.

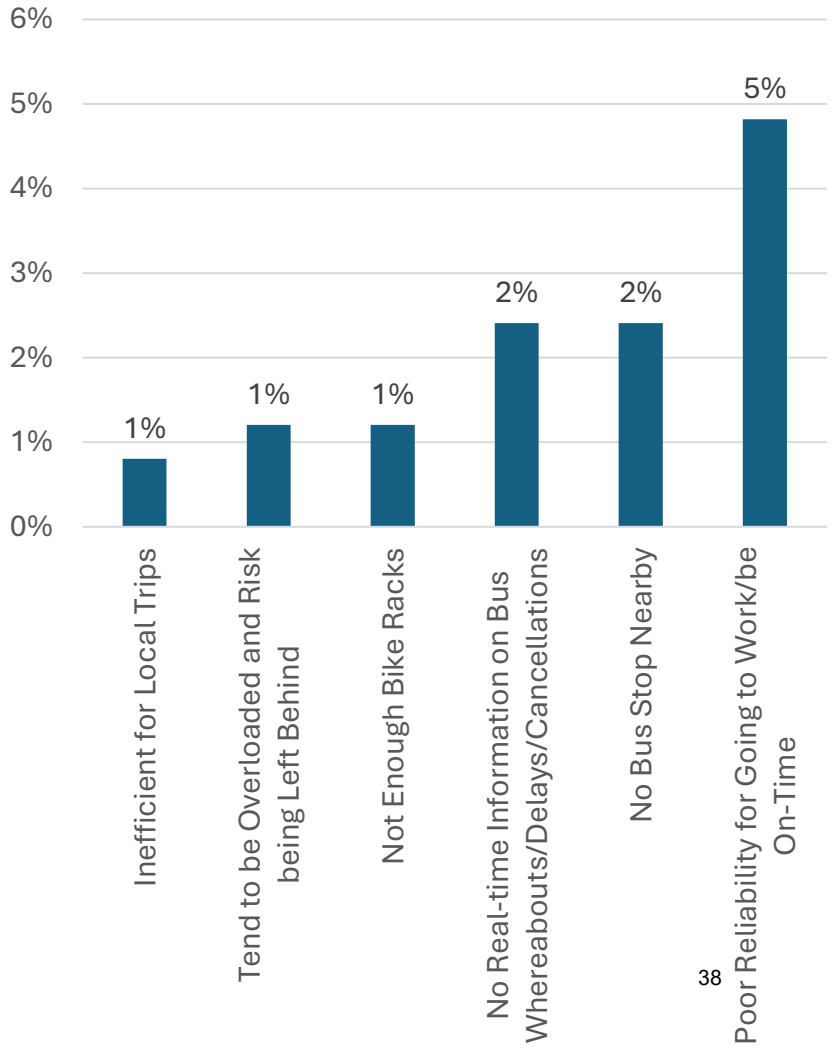


Transit Barriers

What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all?

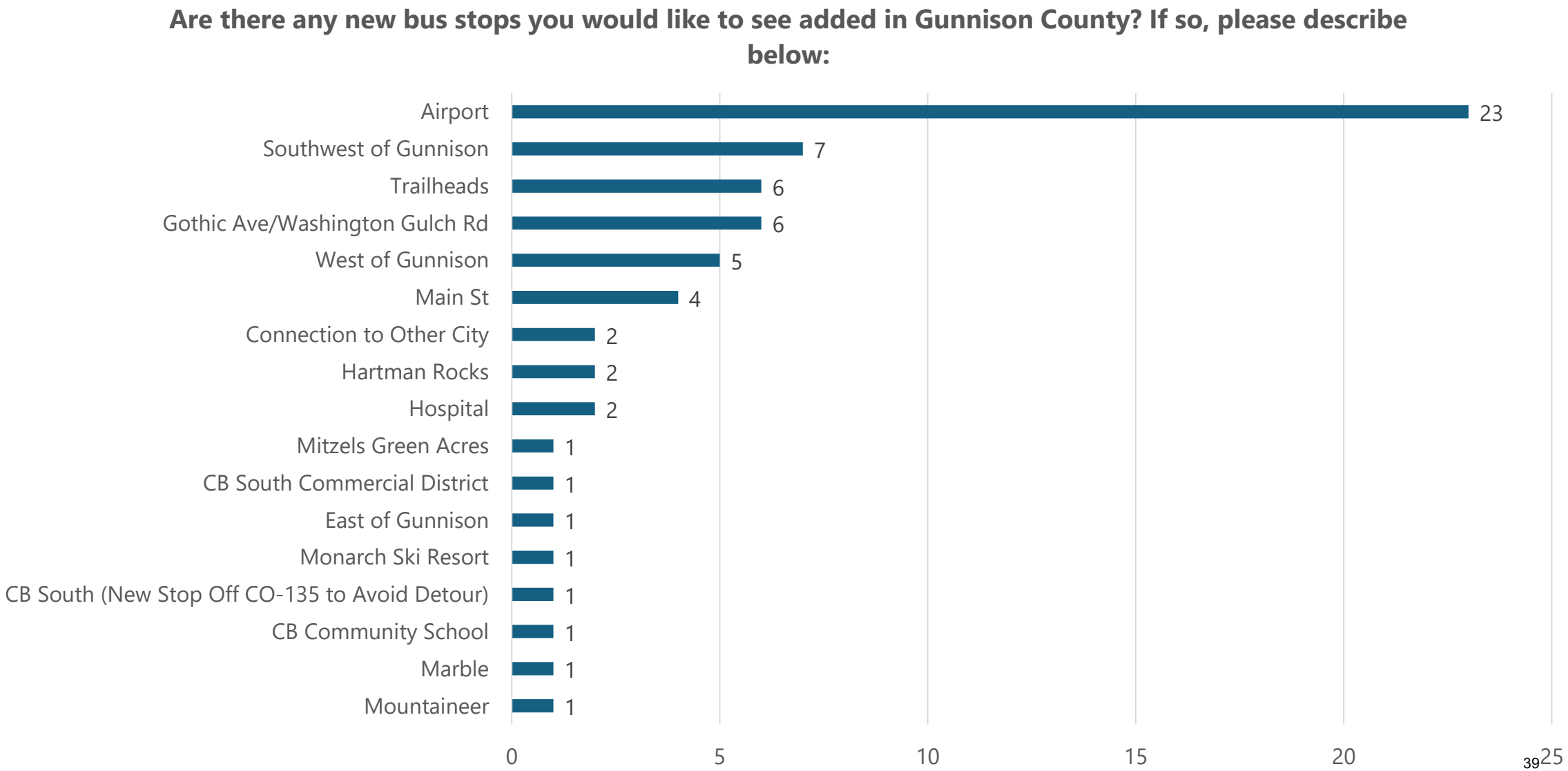


"OTHER" barriers that stop people from riding the RTA bus more or riding the RTA bus at all

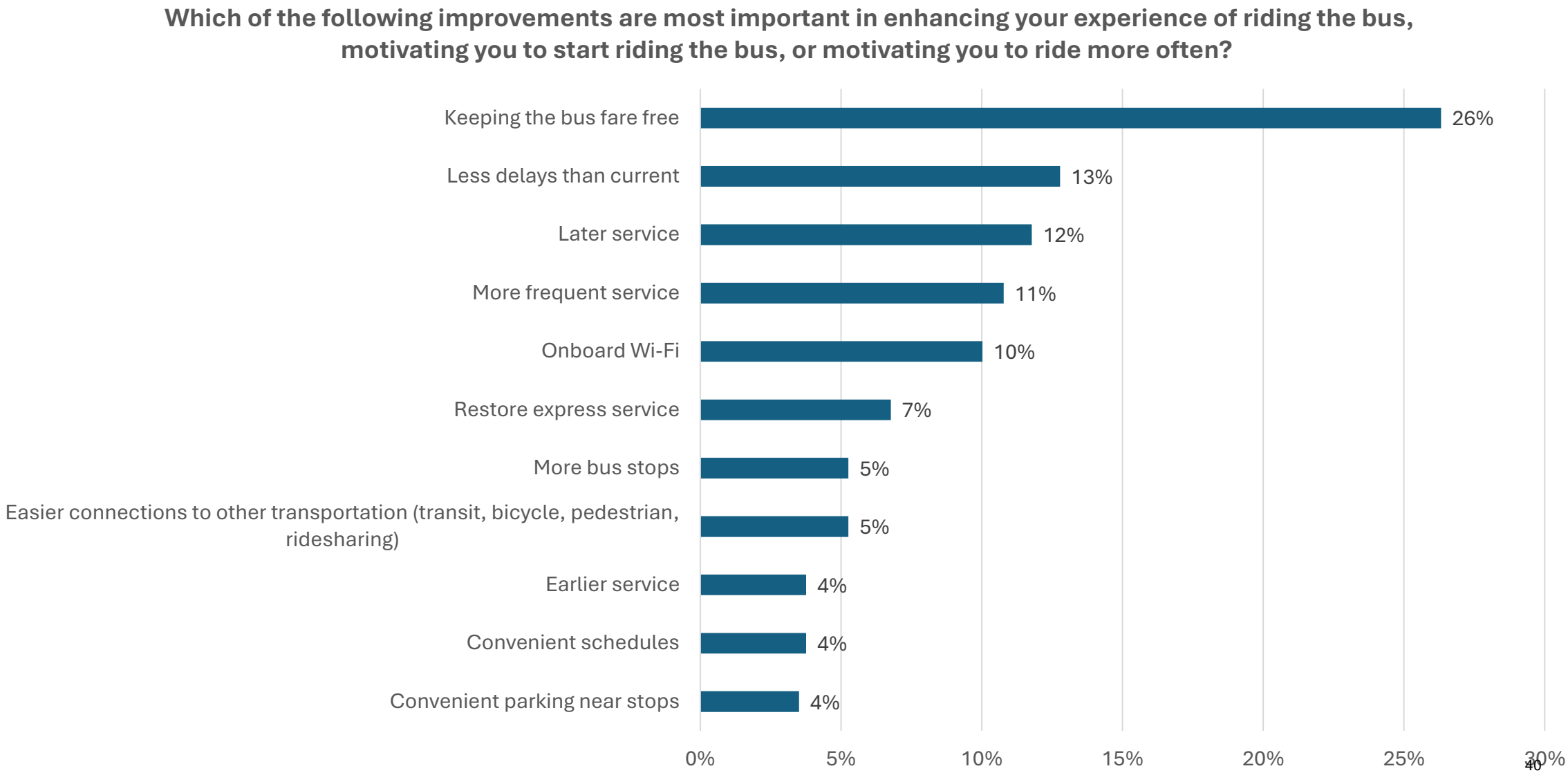


6% of respondents who mentioned that the bus is too infrequent were not riding the bus.

Desired Destinations

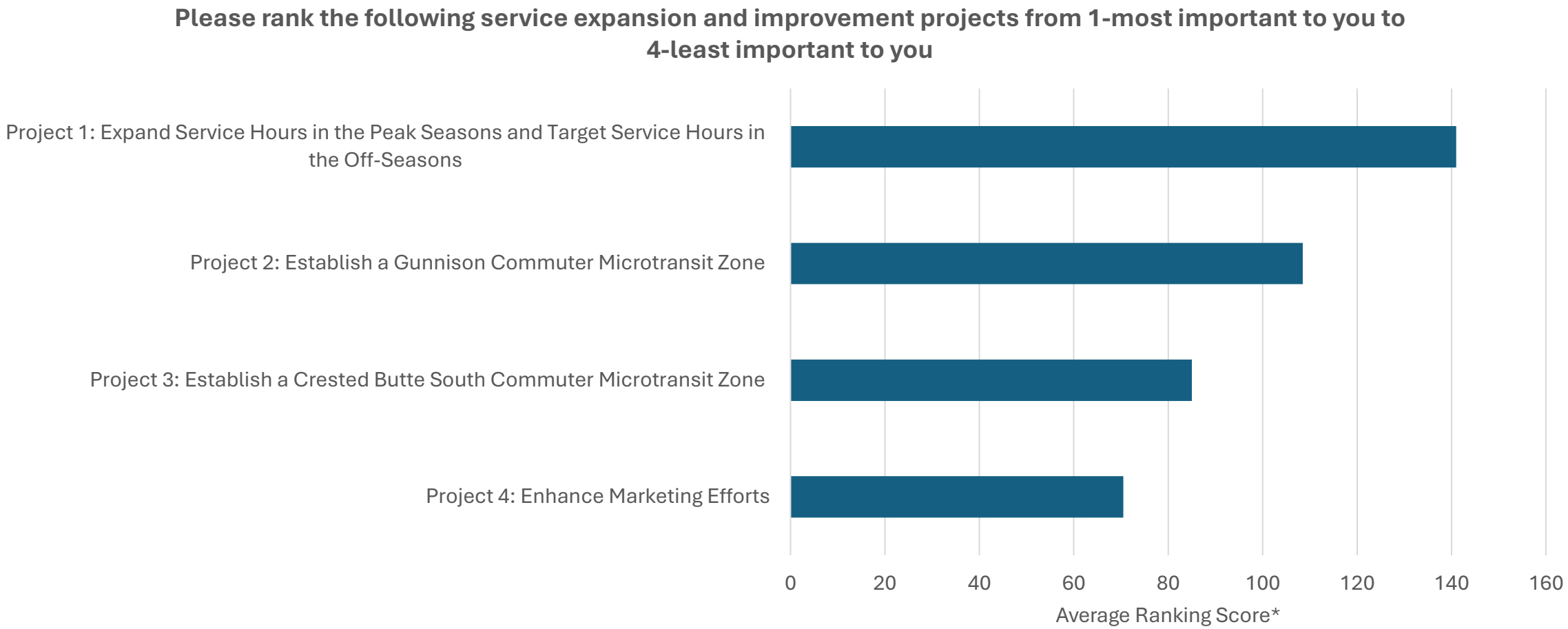


Desired Improvements



Questions Answered by All Survey Respondents on Draft Project Recommendations

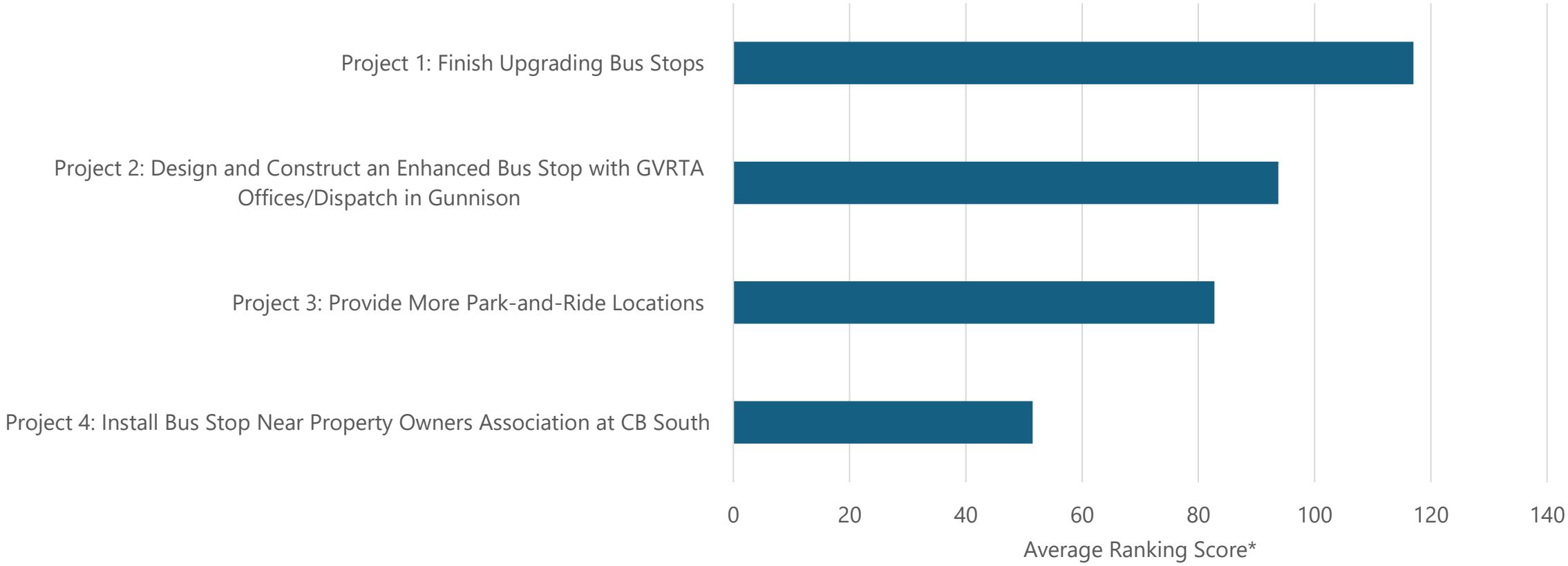
Service Expansion & Improvement Projects



*The average ranking score is calculated based on which rank respondents gave each project. 1st rank of a project gives it the most points (4 points) and 4th rank gives it the least (1 point). All points are then calculated for an average ranking score.

Infrastructure Projects

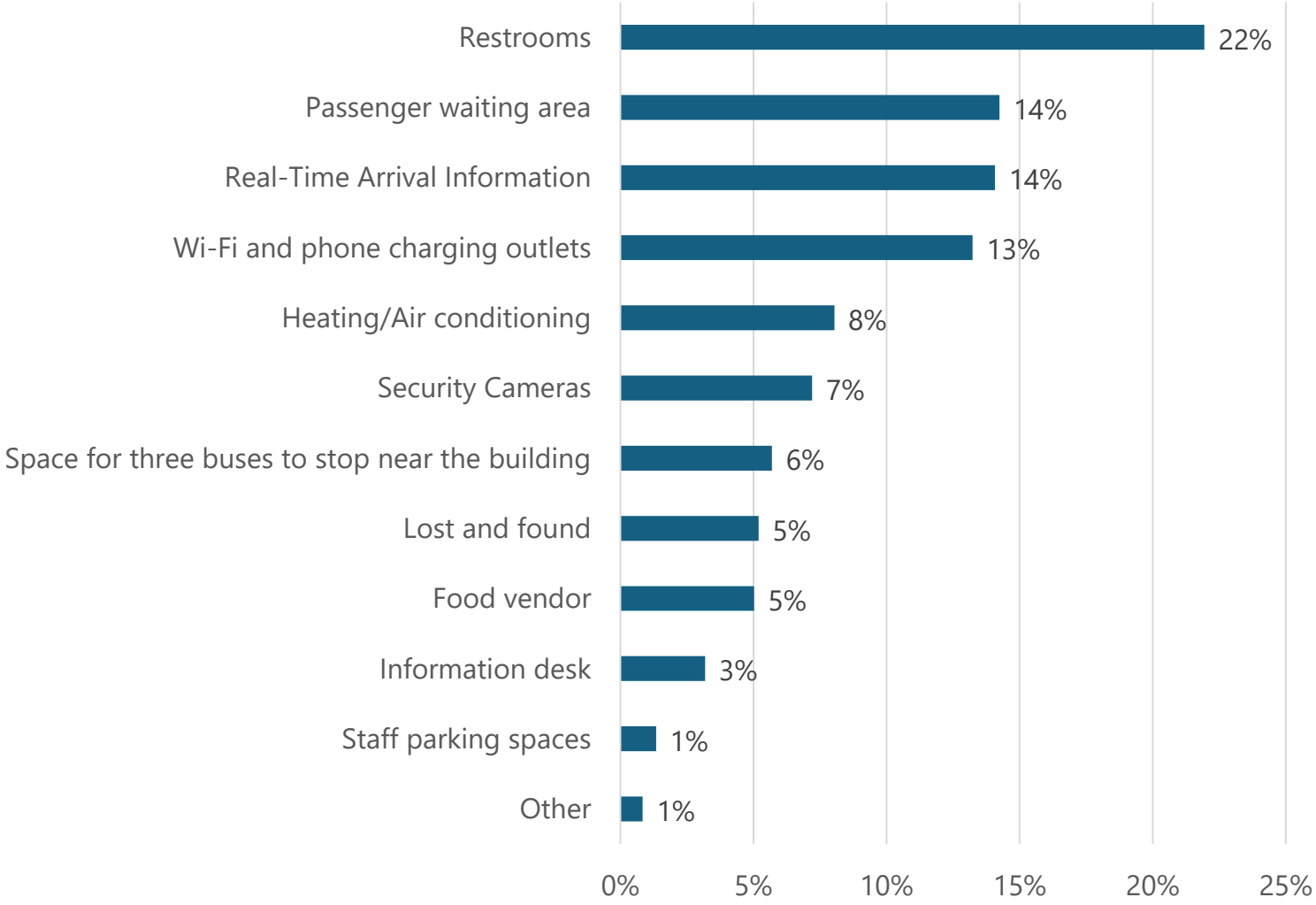
Please rank the following infrastructure projects from 1-most important to you to 4-least important to you.



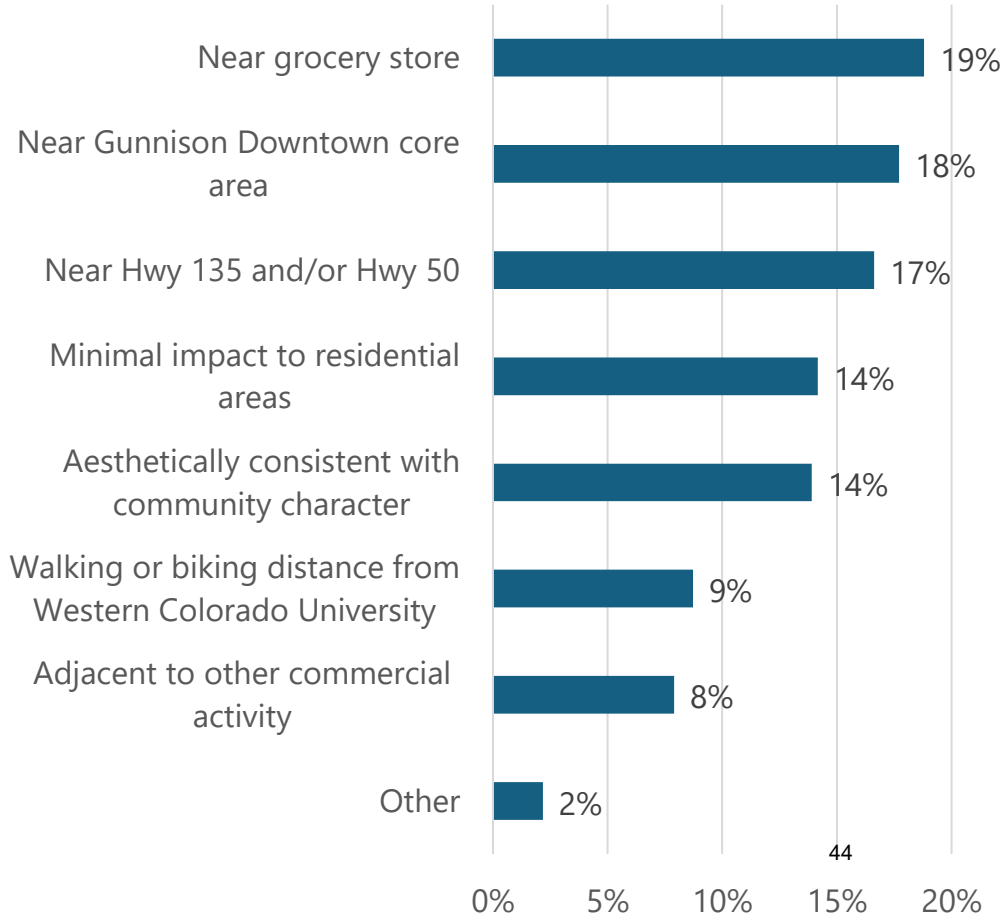
*The average ranking score is calculated based on which rank respondents gave each project. 1st rank of a project gives it the most points (4 points) and 4th rank gives it the least (1 point). All points are then calculated for an average ranking score.

Enhanced Bus Stop Criteria

Please select up to five amenities that you would like to see included at the Enhanced Bus Stop and GVRTA Offices/Dispatch

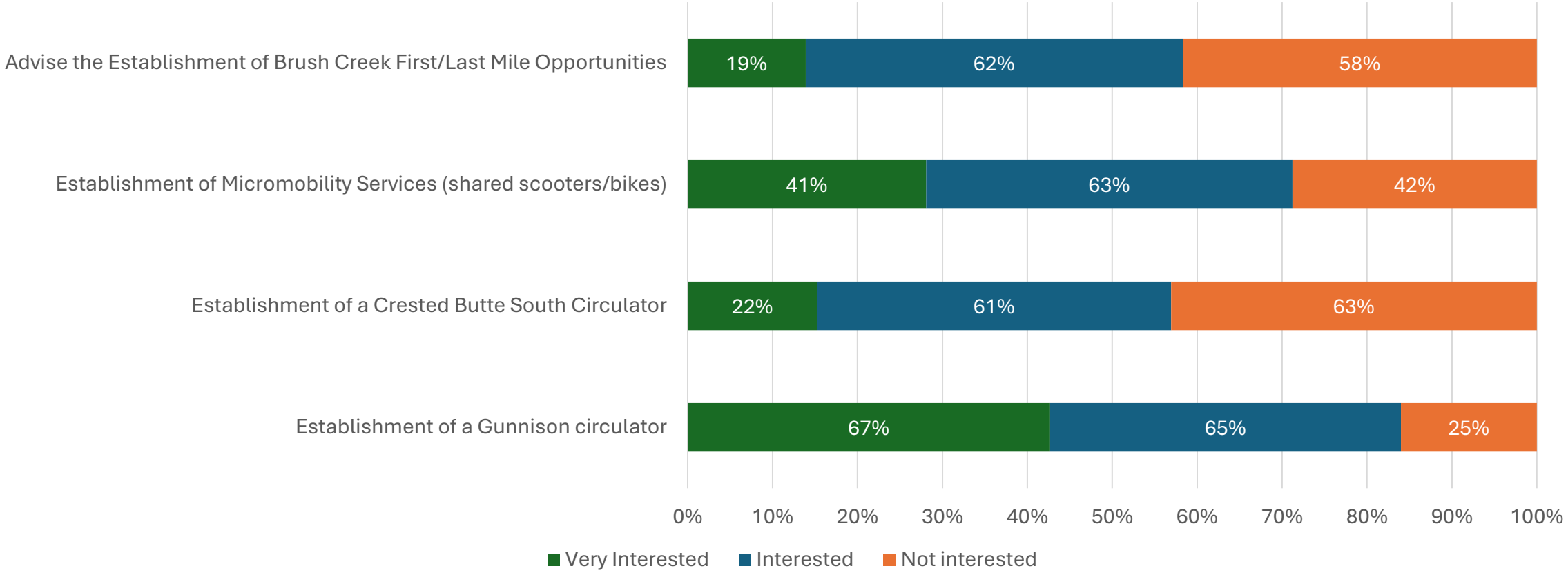


Please select the top three criteria that are most important to you for the location of the Enhanced Bus Stop and GVRTA Offices/Dispatch.



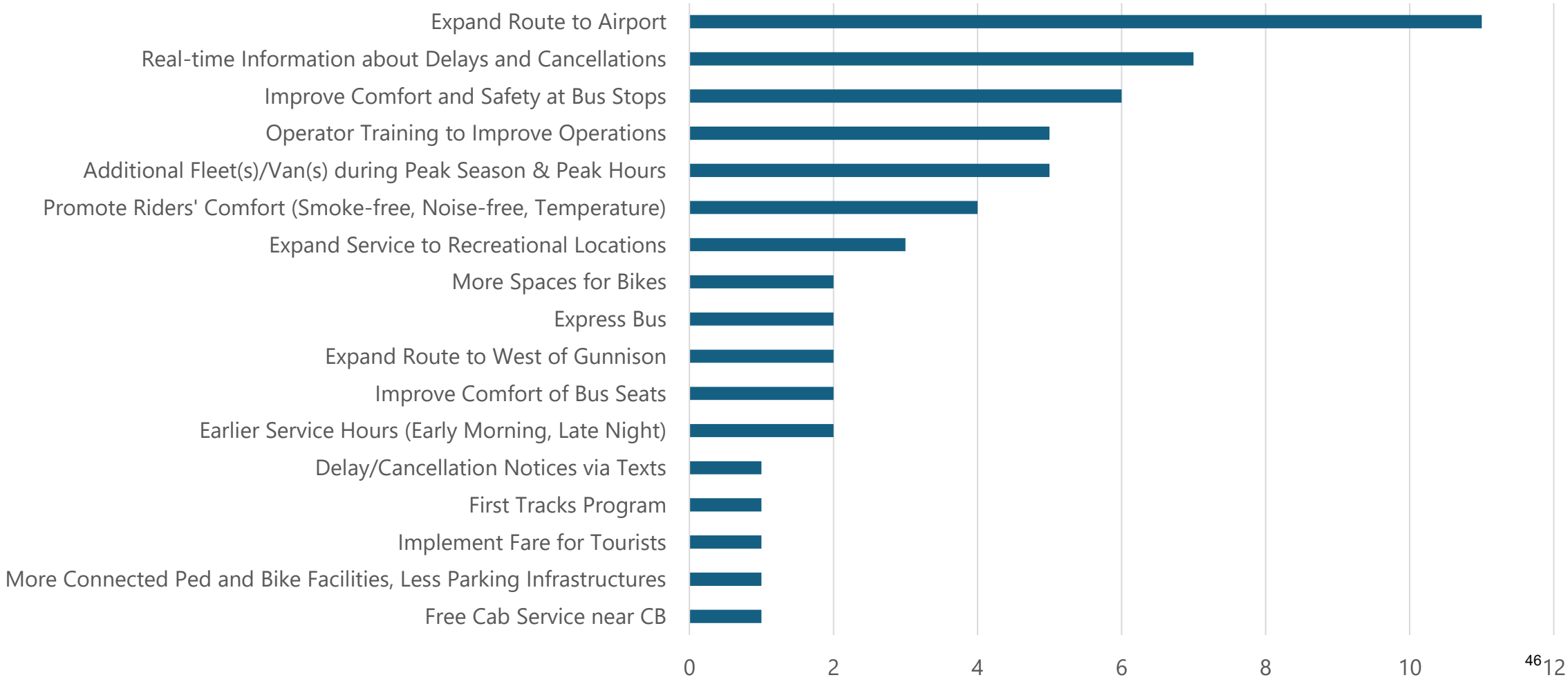
Coordinated Projects

Please identify your interest in the following coordinated projects. Coordinated projects are projects that GVRTA would be a key partner, but not lead or fund.



Additional Comments

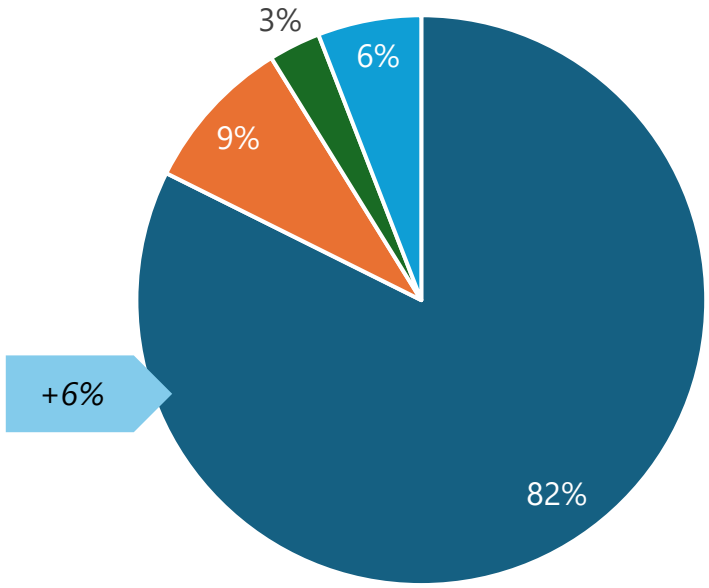
If you have additional comments about the existing GVRTA service or ideas for improvements, please describe them below:



Respondent Demographics

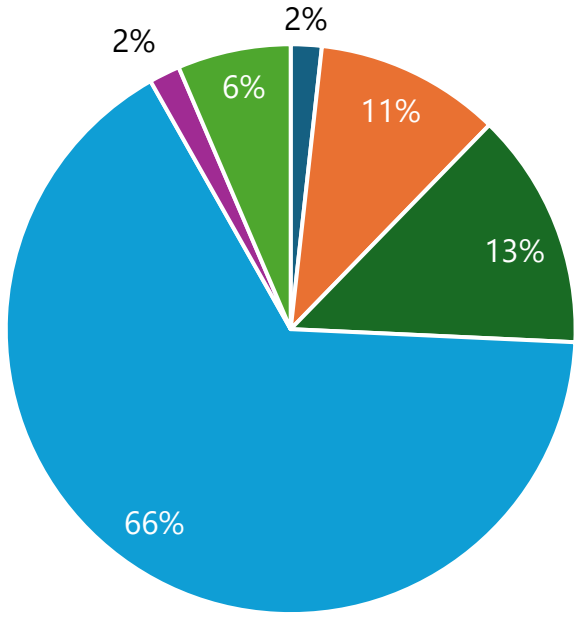
Respondent Description and Residence

Which best describes you?



Full-time resident
Part-time resident
Visitor/tourist
Western student

Where do you live?

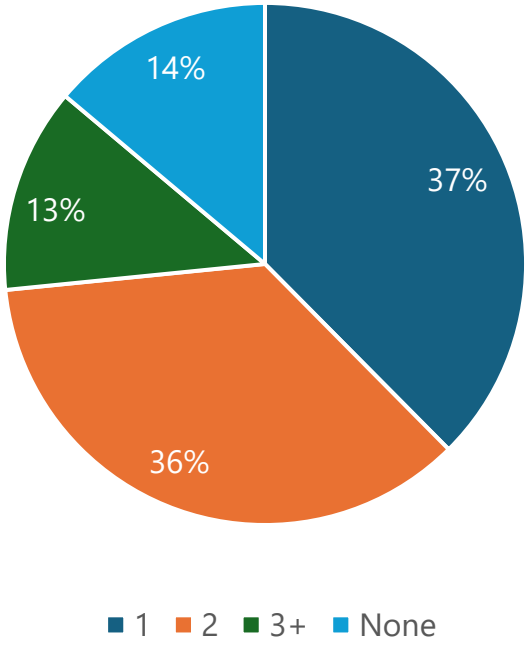


Almont
Crested Butte
Crested Butte South
Gunnison
Mt. Crested Butte
Other

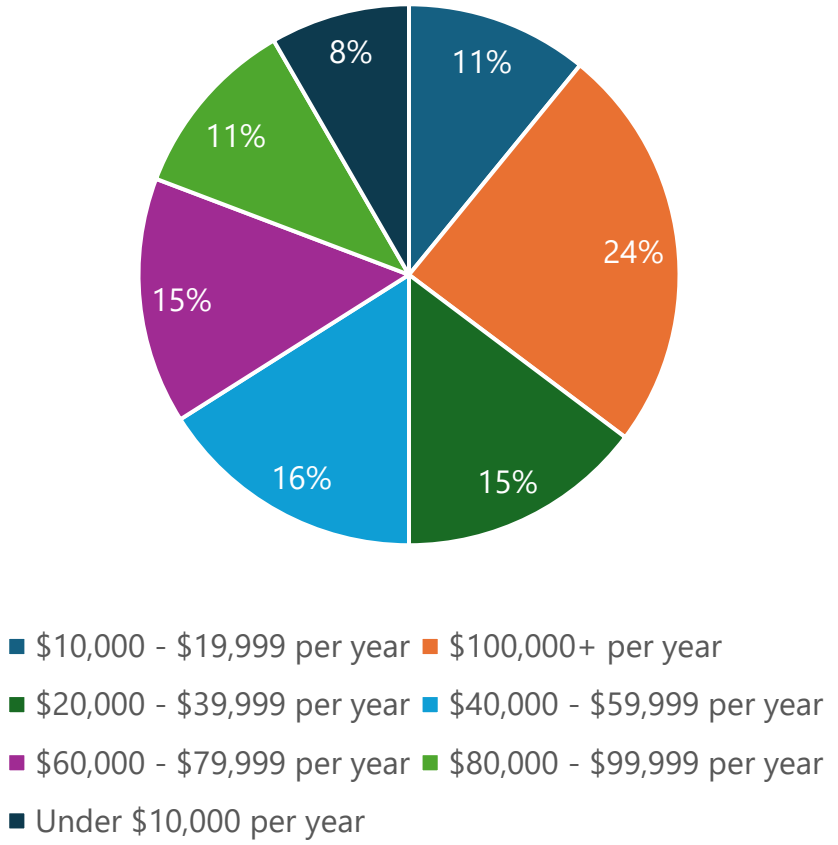
+/- X% compared to winter survey

Respondent Vehicle Availability and Income

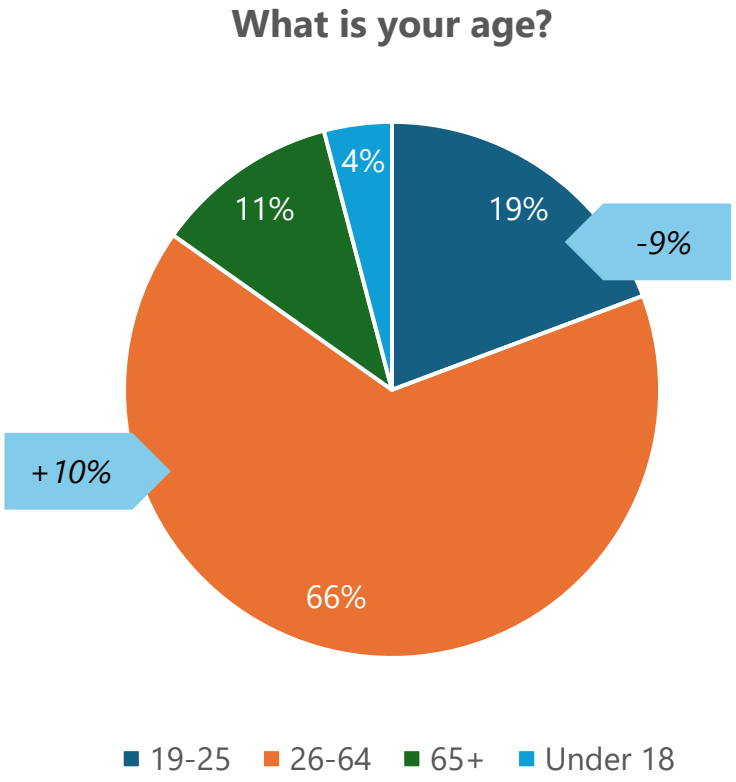
How many vehicles does your household have?

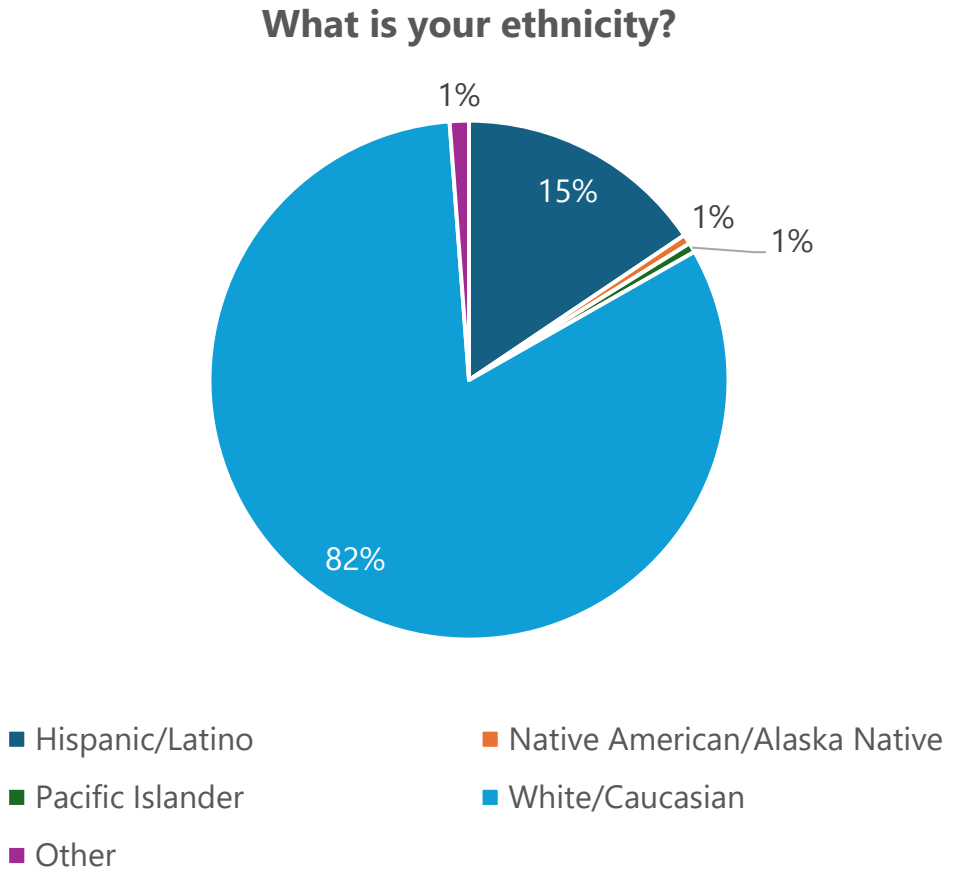


What is your total household income? Include income from all household members.



Respondent Age and Ethnicity





+/- X% compared to winter survey

FEHR PEERS

August 23, 2024

Scott Truex
Gunnison Valley Regional Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Subject: **Proposal for concept site designs of enhanced bus stop with GVRTA offices/dispatch**

Dear Scott,

Thank you for the opportunity to assist you with developing concept site designs for the future Gunnison Valley Regional Transportation Authority (GVRTA) enhanced bus stop and offices/dispatch to provide efficient, comfortable service to transit riders and operators of GVRTA. We understand that GVRTA seeks to build an enhanced bus stop in Gunnison to accommodate three buses, a waiting area, bathrooms, and office spaces for dispatch (among other potential amenities) and would like three aerial concept design alternatives that accommodate these needs. Our experience, scope, and fee to complete these concept designs is described in the sections below.

Why Us?

Fehr & Peers recognizes that creative transportation planning solutions, like enhanced bus stops, offer benefits beyond just physical infrastructure. Transit systems, encompassing both operational and capital aspects, have the potential to significantly influence local communities by improving their transportation networks, boosting the economy, and helping the social climate. Fehr & Peers has a depth of experience with:

- Unique requirements of transit operations in mountain towns
- Bus stop and mobility hub concept design
- GVRTA and its needs and goals through ongoing work on the five-year operating and capital plan

Our approach for this effort will be to understand the goals for the site and create options that allow for safe and effective transit operations and provide an enhanced customer experience.

Proposed Scope of Work

Based on the site requirements, the bus loading space needs, and the maneuvering characteristics of GVRTA vehicles, we can conceptually design different options for how the site can best be laid out, including how buses circulate, how the curb space is utilized, where the building is situated, how pedestrian and bicycle access is best achieved, and where people will board and alight buses.

The scope and deliverables assume provision of Gunnison's zoning code and other relevant regulations and restrictions applicable to the site and availability of knowledgeable staff to provide clarification as needed.

Project Tasks

This project will provide GVRTA and the City of Gunnison with three aerial concept site designs for the land at South Pine Street and Highway 50, where a new transit facility is proposed. The concepts will explore different configurations for accommodating a 1,200 square foot building with a waiting area, bathrooms, office spaces for dispatch, and loading curb space for three buses, while prioritizing efficient bus movement along Hwy 50.

Site Details

Fehr & Peers understands that the following describe the existing site and needs:

- Approximately 12,500 square foot site at South Pine St and Highway 50 (directly to the north of Safeway).
- 1,200 square foot building to accommodate amenities previously identified and prioritized in the GVTRA Strategic Operating Plan (concurrent effort).
- Site must also accommodate three bus loading/transfer bays prioritizing movement on Highway 50.

Fehr & Peers will work collaboratively with both GVRTA and the City of Gunnison to confirm these and any additional details relevant to providing three site design alternatives.

Project Milestones & Deliverables

The final aerial concept design alternatives will be completed and submitted before the joint working session between the GVRTA Board of Directors and the Gunnison City Council in November 2024. As the date for this meeting is not yet set, the milestone deadlines may adjust to reflect the actual date.

- Week of September 23, 2024 - Initial virtual meeting to discuss site specifics and goals.
- Week of October 14, 2024 - Submission of draft aerial views in PDF format with brief technical memorandum.
- Week of October 21, 2024 – Virtual revision meeting if needed.
- Week of October 28, 2024 - Final delivery of the three aerial views in PDF format with brief technical memorandum.
- November 2024 - GVRTA Board and Gunnison City Council Joint Working Session

We will review and address one set of consolidated comments from GVRTA staff and conduct a revision meeting with key staff. No concept views in 3D will be included and deliverables will focus solely on aerial perspectives to aid in the decision-making process during the upcoming joint working session between GVRTA board and Gunnison City Council in November 2024.

Fee

To accomplish this scope of work, we propose a fee of $10,000 time and materials at Fehr & Peers' standard billing rates. This would fall under the terms of our existing contract dated January 12, 2024. We will begin work immediately after we have received the written authorization to proceed.

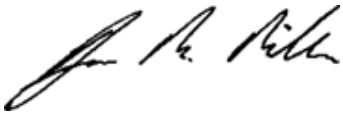
Agreement

We are excited about the opportunity to continue our collaboration with GVRTA and the City of Gunnison, and to contribute to the development of this important transit facility. Our team is committed to delivering high-quality aerial concept site designs that will facilitate informed decision-making during the upcoming joint working session.

If you agree to this scope and fee for the additional task, please provide your signature below. Thank you again for the opportunity to support you in this effort.

Sincerely,

FEHR & PEERS



Jason M. Miller
Principal

ACCEPTED FOR GVRTA BY:

_____

Signature

_____

Name, Date

DRAFT

September 20, 2024

Cathie Pagano
Director of Gunnison County Community and Economic Development
221 N Wisconsin St. Suite D
Gunnison, CO 81230

Dear Ms. Pagano,

Thank you for the opportunity to comment on the amended Wildflower at CB / Starview Land Use Application. We have reviewed the application and have determined that the subdivision as presented will have some impact on the operations of the Gunnison Valley RTA. Therefore, we have the following comments to make regarding the application.

As we commented previously, since the proposed subdivision is on our commuter bus route, we anticipate that at some point in the future a request will be made for the GVRTA to add bus stops to serve the residents of the subdivision. While we are not committing to serve the subdivision at this time, we request that the developer agree to construct bus pullouts on both sides of County Rd. 740 similar to the pullouts the GVRTA has constructed along Hwy 135 as part of any approval. This would allow for future service by the GVRTA or another transit provider to serve the subdivision when it is appropriate to do so.

The location of this project at the intersection of County Rd. 740 and State Hwy 135 presents an opportunity for collaboration to improve the safety of our roads and our commuter bus system. Since the amended plan is denser than the original plan and since there is now commercial and high-density residential uses proposed on the property, we believe that the project will have a greater impact on our transit system than the previously proposed project. The traffic from these new uses will likely impact the current intersection more than we had anticipated.

This intersection is currently one of the places along our route where we get delayed while waiting for traffic to clear so we can continue on our route, and we believe that the new uses proposed in this project will exacerbate the issue. The federal Safe Streets For All (SS4A) funding that the county recently received for building a roundabout at the intersection offers an opportunity to improve the safety and functioning of the intersection. We therefore request that the County work with the developer to acquire the land needed to construct a roundabout

at the intersection of County Rd. 740 and State Hwy 135 and that the roundabout be completed before certificates of occupancy are issued.

In the future, the GVRTA requests that the County consider implementing a transportation impact fee for larger projects such as this one. Local governments in Colorado have powers granted to them through state enabling legislation to impose impact fees.

While we are not requesting these fees for this specific project, we believe that our requests of building the bus pullouts and allowing the construction of the roundabout would help mitigate the impacts of the project and be beneficial to the residents of the project and the community as a whole.

Please contact me if you have any questions regarding these comments.

Please thank the Planning Commission for allowing us the opportunity to comment and please keep us informed as to the progress of the application.

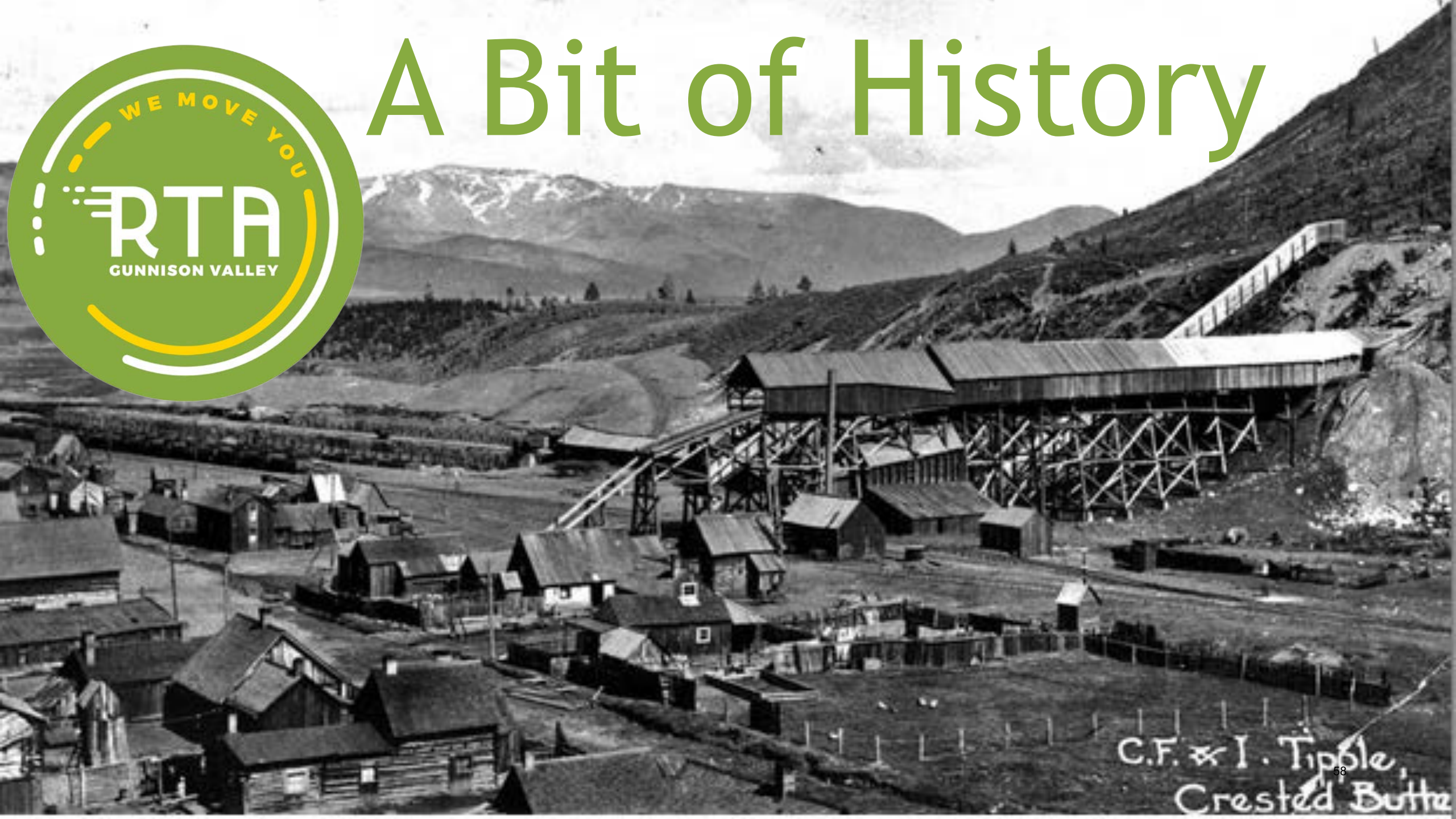
Sincerely,

Scott Truex,
Executive Director
Gunnison Valley RTA



22 Years of Success!

A Bit of History



Around 1985







1990's





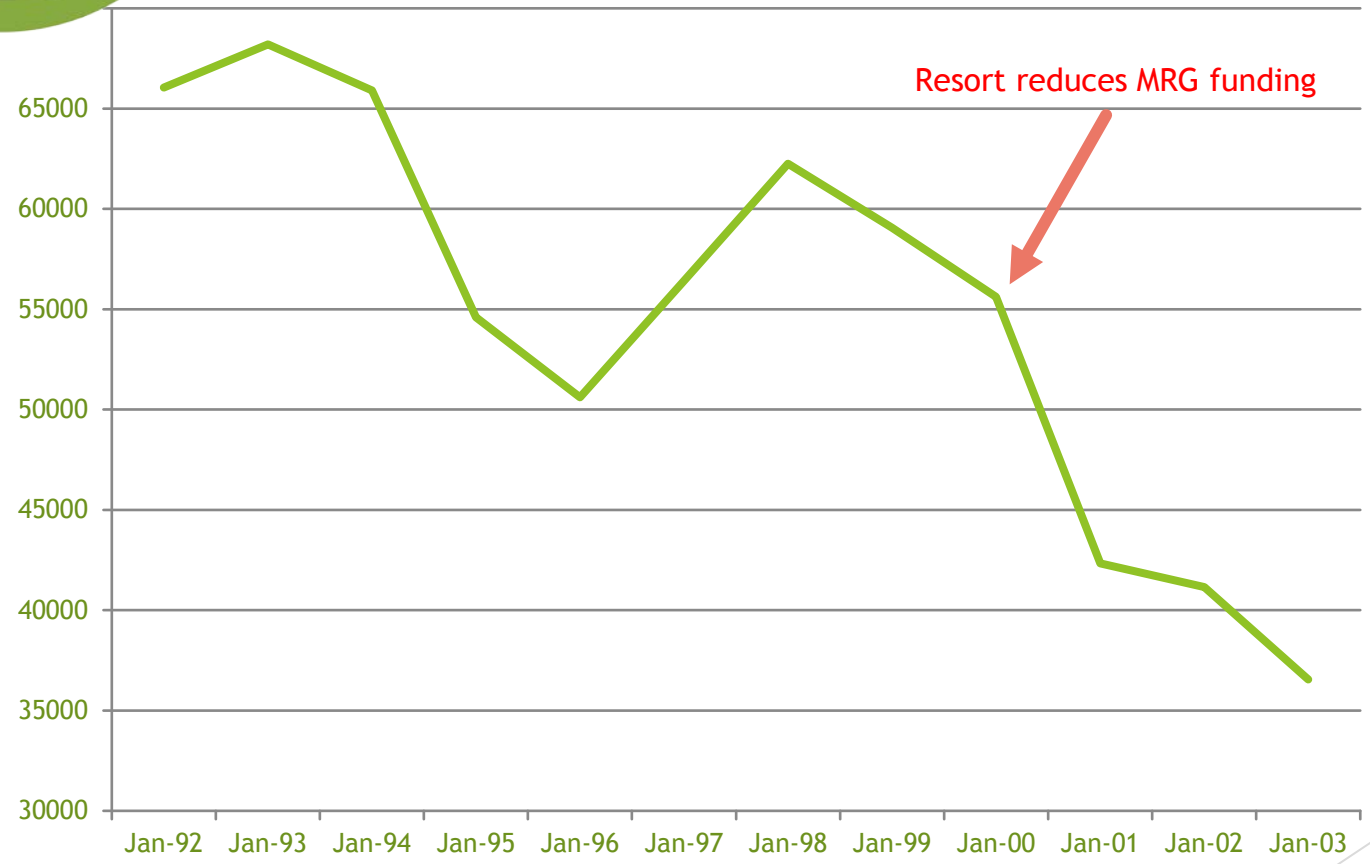


2000-2002



GUC (Gunnison - Crested Butte Regional Airport)

Deplanements at GUC 1992-2003



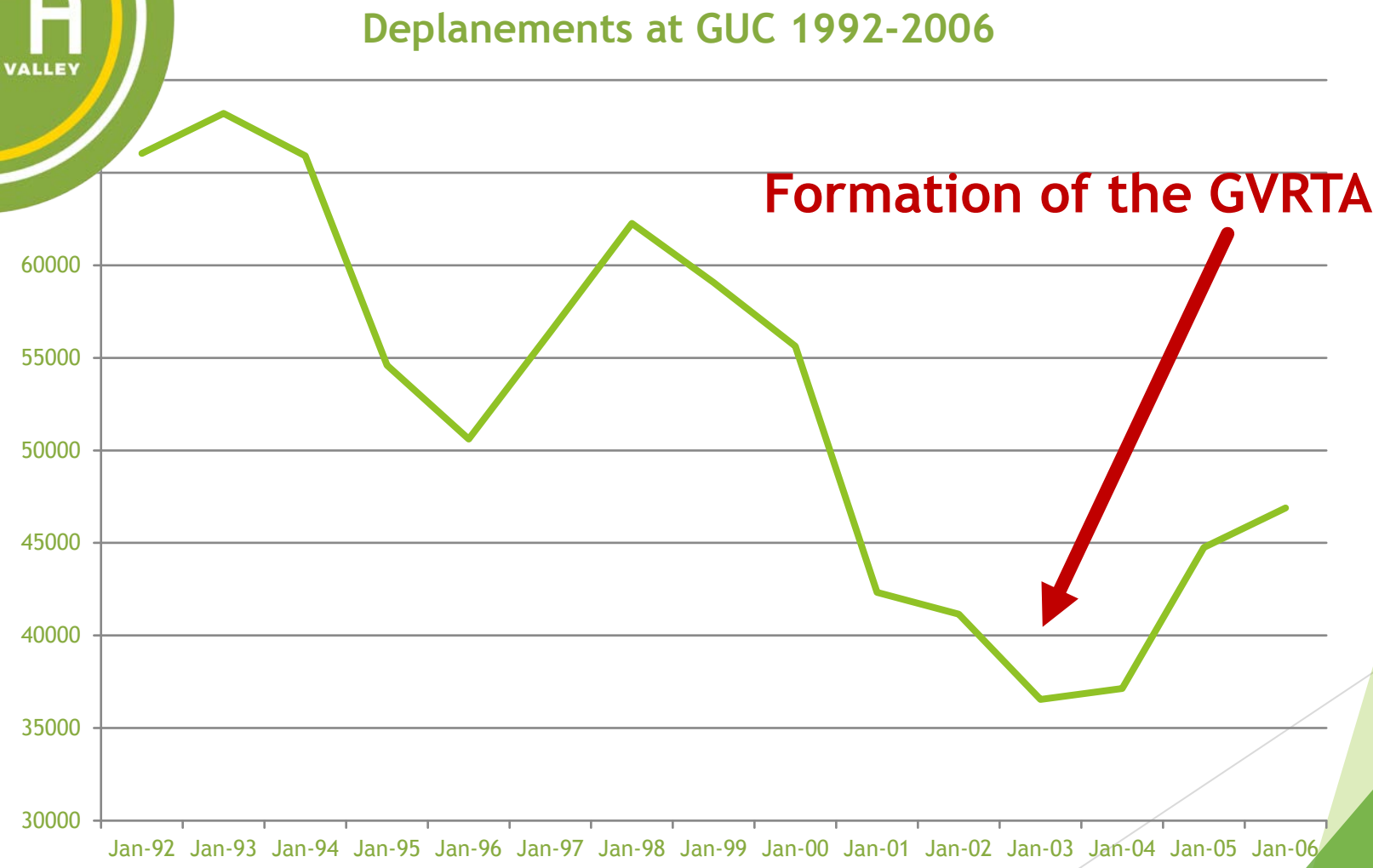
Gunnison Valley RTA Ballot Questions

- 2002 Formation of the RTA
- 2008 Removal of the Sunset Clause
- 2015 Increase in Sales Tax

Gunnison Valley RTA

2002

2003-2006


Deplanements at GUC 1992-2006
Formation of the GVRTA
60000
55000
50000
45000
40000
35000
30000
Jan-92
Jan-93
Jan-94
Jan-95
Jan-96
Jan-97
Jan-98
Jan-99
Jan-00
Jan-01
Jan-02
Jan-03
Jan-04
Jan-05
Jan-06

2008

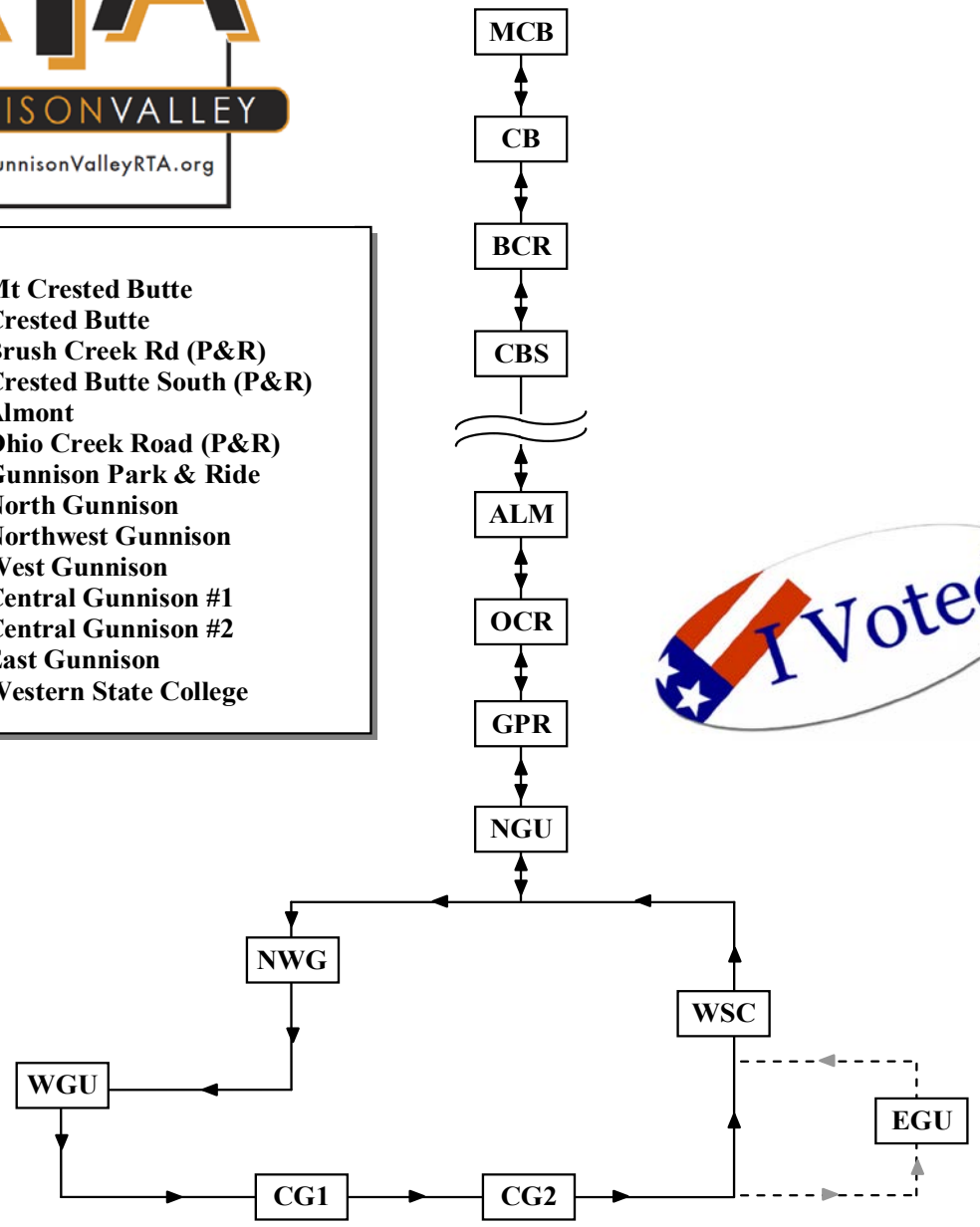
A New Mission!





RTA
GUNNISONVALLEY
www.GunnisonValleyRTA.org

Legend
- MCB = Mt Crested Butte
- CB = Crested Butte
- BCR = Brush Creek Rd (P&R)
- CBS = Crested Butte South (P&R)
- ALM = Almont
- OCR = Ohio Creek Road (P&R)
- GPR = Gunnison Park & Ride
- NGU = North Gunnison
- NWG = Northwest Gunnison
- WGU = West Gunnison
- CG1 = Central Gunnison #1
- CG2 = Central Gunnison #2
- EGU = East Gunnison
- WSC = Western State College





RTA
GUNNISONVALLEY
www.GunnisonValleyRTA.org

FREE BUS SCHEDULE

Spring 2008 (April 14 - June 1)

- *The bus runs a loop through the City of Gunnison before heading north on Highway 135 to Crested Butte and Mt. Crested Butte.*
- *The bus leaves the following stops NO EARLIER THAN the times listed.*
- *There may be delays due to weather.*

Leaving Gunnison for Mt. Crested Butte				Leaving Mt. Crested Butte for Gunnison	
Gunnison Community Schools *Then to: 11th & Virginia* *and: Virginia & Spruce*	Spruce & Hwy 50 *Then to: Colorado & Hwy 50* *and: Colorado & Ohio*	Denver & Hwy 135	Spencer & Hwy 135	Mt. CB Transit Center	Crested Butte 4-Way Stop
6:45 AM	6:50 AM	6:55 AM	7:00 AM	8:00 AM	8:05 AM
10:45 AM	10:50 AM	10:55 AM	11:00AM	12:00PM	12:05PM
4:00 PM	4:05 PM	4:10 PM	4:15 PM	5:15 PM	5:20 PM

For more information go to www.GunnisonValleyRTA.org or call Alpine Express at 641-5074.

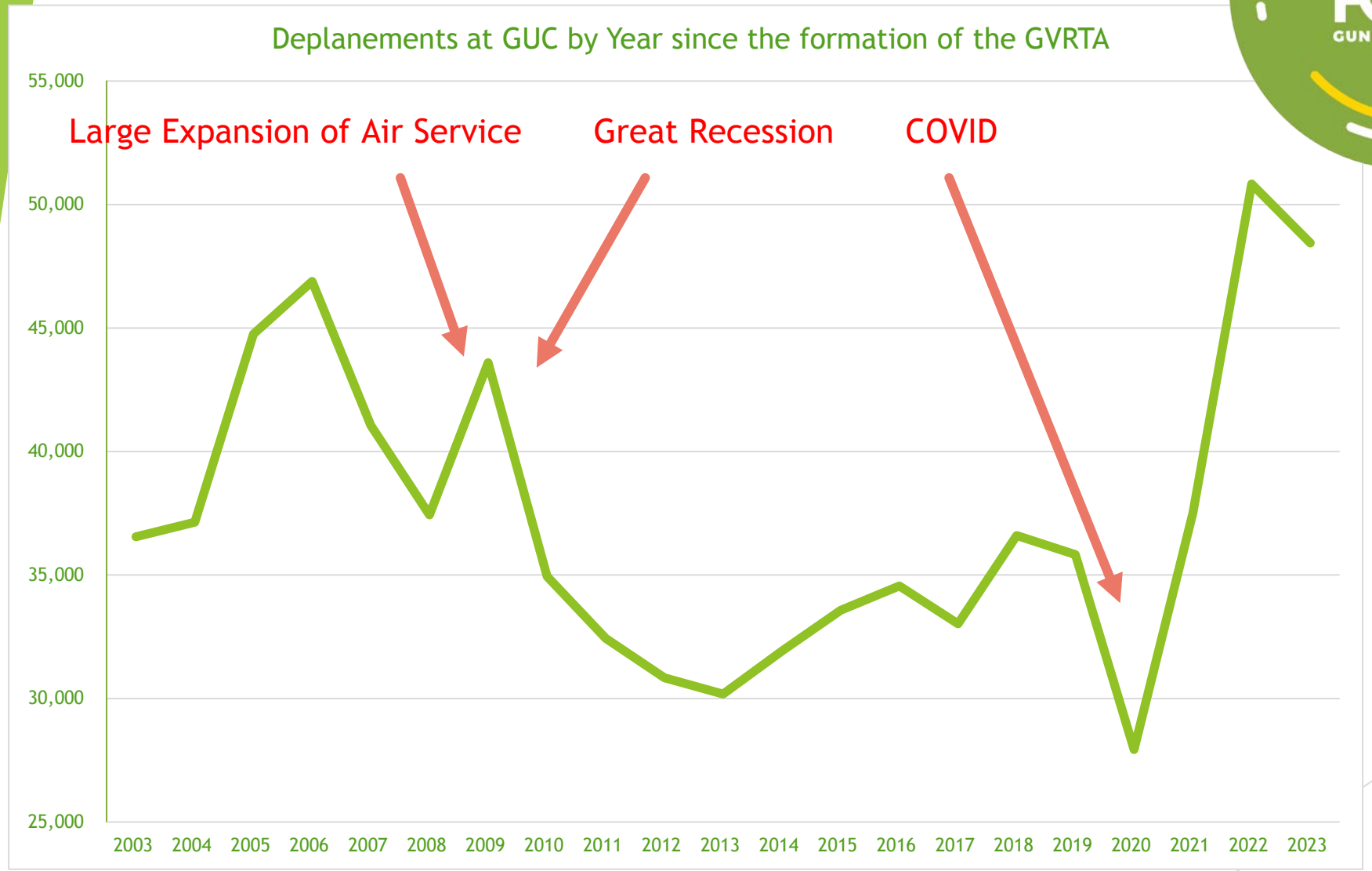
Air Service

2003-2024

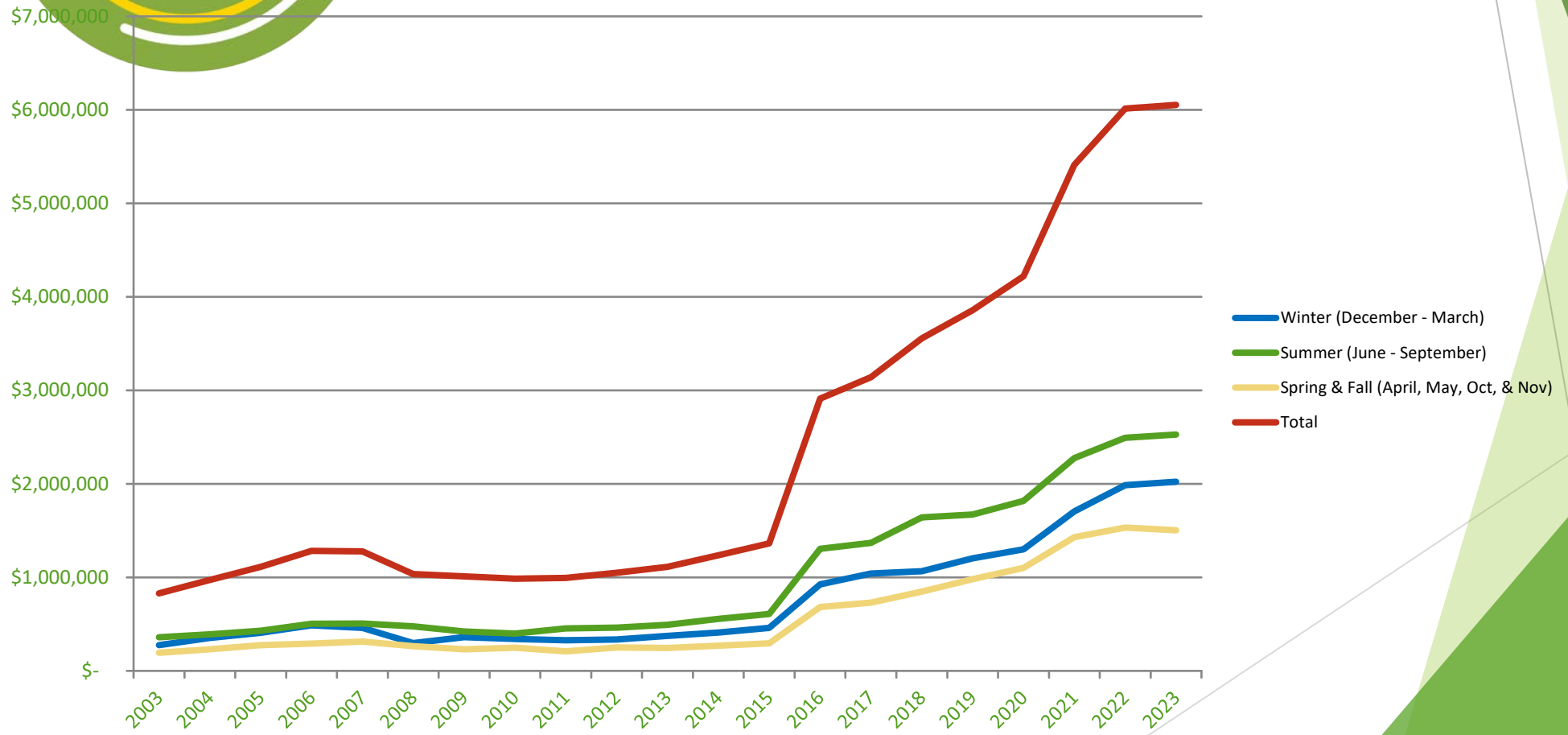
Airports Served:

- Denver (DEN)
- Houston (IAH)
- Dallas (DFW)
- Newark (EWR)
- Atlanta (ATL)
- Salt Lake (SLC)
- Chicago (ORD)
- Los Angeles (LAX)
- Dallas (DAL)
- Austin (AUS)

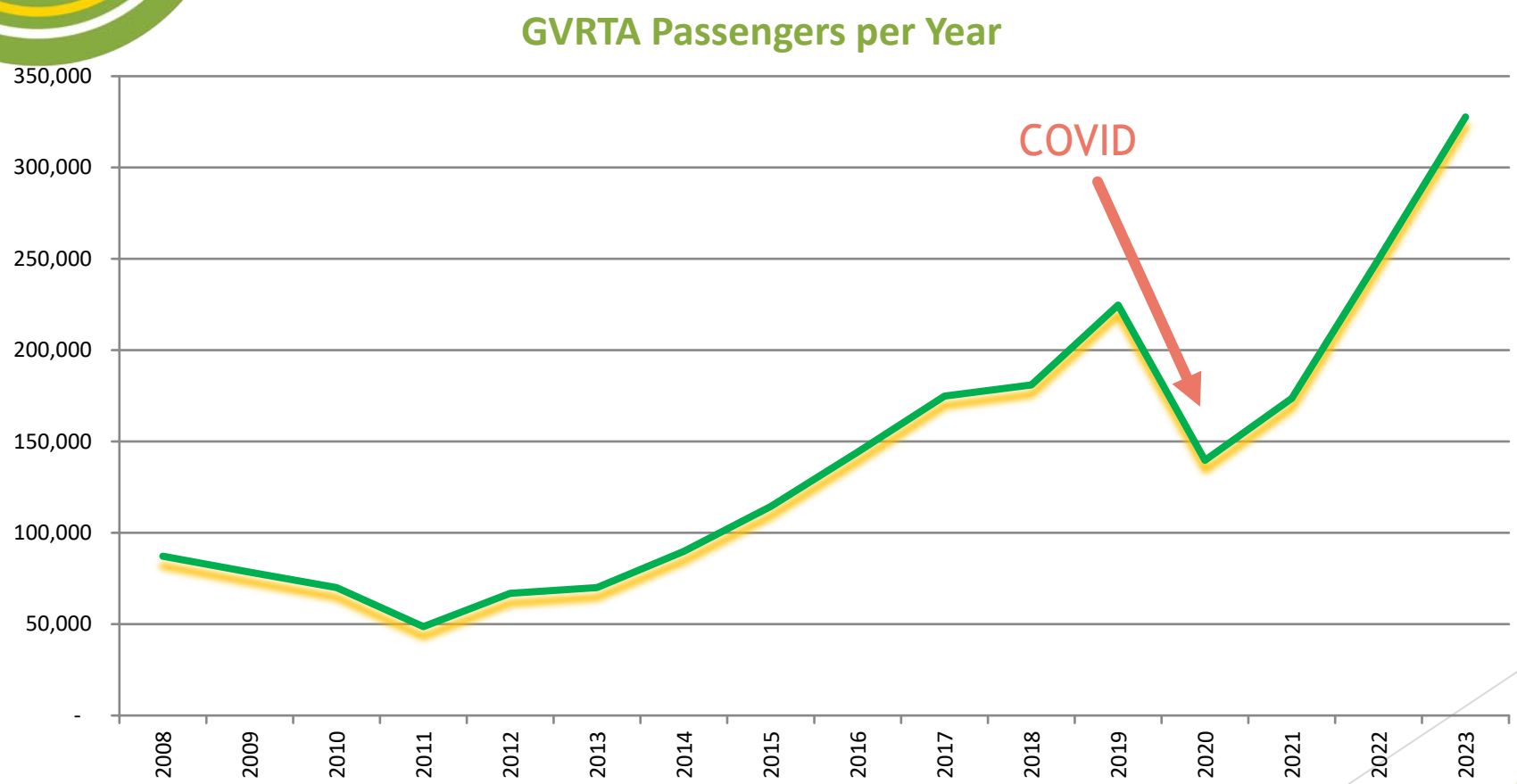
GUC Deplanements



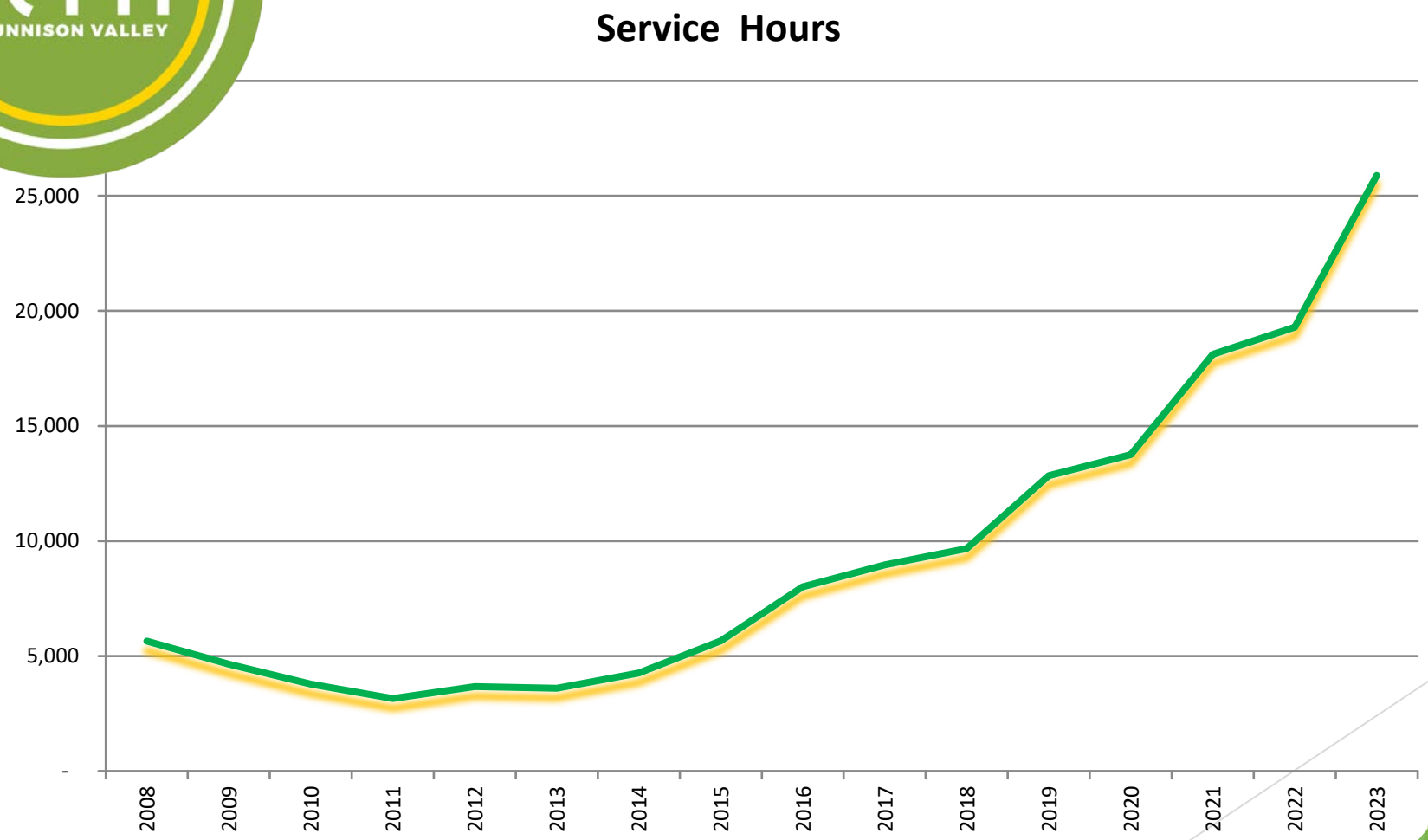
Sales Tax Revenues

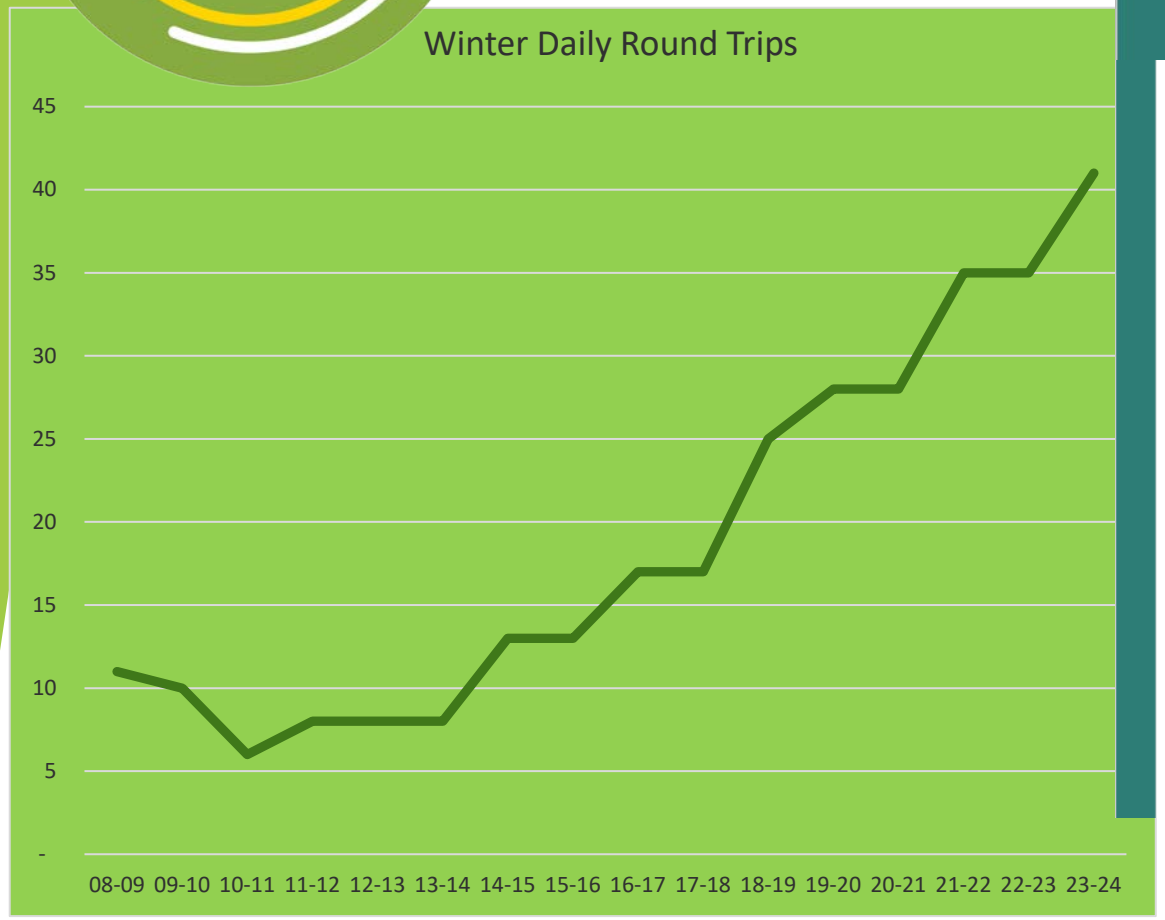


Bus Service 2008-2023



2008-2023


Service Hours
25,000
20,000
15,000
10,000
5,000
-
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023



FREE BUS
WINTER 2023-2024

YOUR PUBLICLY FUNDED BUS SYSTEM

RTA **FREE BUS** – The 41 round-trip Winter Schedule starts on November 22nd

GUNNISON – SPENCER AND HWY 135 NORTHBOUND:

5:40 AM	8:15 AM	10:50 AM	2:00 PM	4:35 PM	7:55 PM
6:10 AM	8:45 AM	11:20 AM	2:30 PM	4:50 PM	8:25 PM
6:40 AM	9:00 AM	11:55 AM	2:45 PM	5:20 PM	9:00 PM
6:55 AM	9:15 AM	12:25 PM	3:15 PM	5:50 PM	9:30 PM
7:10 AM	9:30 AM	12:55 PM	3:30 PM	6:20 PM	10:00 PM
7:25 AM	9:50 AM	1:10 PM	3:45 PM	6:55 PM	10:30 PM
7:45 AM	10:20 AM	1:40 PM	4:05 PM	7:25 PM	

MT CRESTED BUTTE TRANSIT CENTER SOUTHBOUND:

6:40 AM	9:15 AM	11:50 AM	3:00 PM	5:35 PM	8:55 PM
7:10 AM	9:45 AM	12:20 PM	3:30 PM	5:50 PM	9:25 PM
7:40 AM	10:00 AM	12:55 PM	3:45 PM	6:20 PM	10:00 PM
7:55 AM	10:15 AM	1:25 PM	4:15 PM	6:50 PM	10:30 PM
8:10 AM	10:30 AM	1:55 PM	4:30 PM	7:20 PM	11:00 PM
8:25 AM	10:50 AM	2:10 PM	4:45 PM	7:55 PM	11:30 PM
8:45 AM	11:20 AM	2:40 PM	5:05 PM	8:25 PM	

CRESTED BUTTE 4-WAY STOP SOUTHBOUND:

6:48 AM	9:23 AM	11:58 AM	3:08 PM	5:43 PM	9:03 PM
7:18 AM	9:53 AM	12:28 PM	3:38 PM	5:58 PM	9:33 PM
7:48 AM	10:08 AM	1:03 PM	3:53 PM	6:28 PM	10:08 PM
8:03 AM	10:23 AM	1:33 PM	4:23 PM	6:58 PM	10:38 PM
8:18 AM	10:38 AM	2:03 PM	4:38 PM	7:28 PM	11:08 PM
8:33 AM	10:58 AM	2:18 PM	4:53 PM	8:03 PM	11:38 PM
8:53 AM	11:28 AM	2:48 PM	5:13 PM	8:33 PM	

System Upgrades















Over $18M Grants Received

Air service grants
- Federal - $1,150,000

Bus capital grants
- State - $2,402,136
- Federal - $6,537,672

Facilities capital grants
- State - $3,200,000
- Federal - $ 498,447

Operating grants
- Federal - $5,665,883

Over $12M received since 2020





Air Service

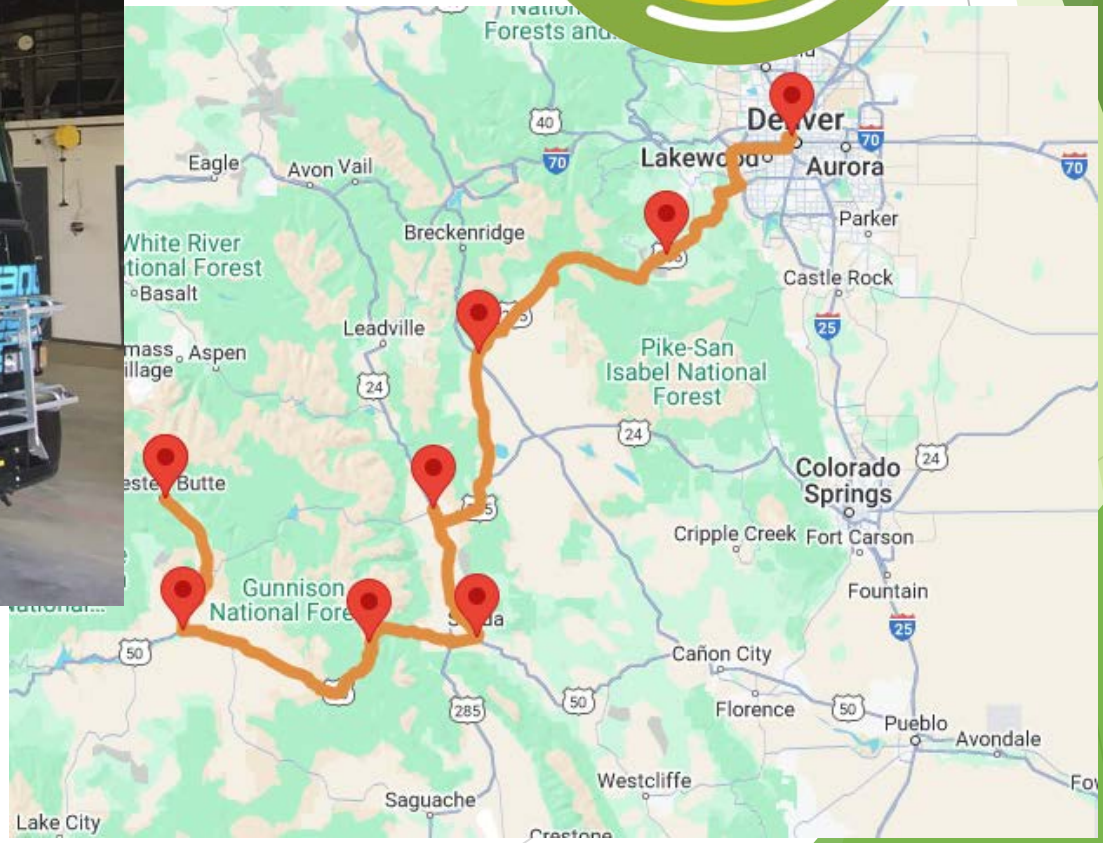
Our Own Airline Mechanic!

Through partnership with the Airport



Denver Bus!




Eagle
Avon Vail
Breckenridge
White River
Basalt
Leadville
Aspen
Pike-San
Isabel National
Forest
Castle Rock
Parker
Aurora
Lakewood
Colorado
Springs
Cripple Creek
Fort Carson
Fountain
Cañon City
Florence
Pueblo
Avondale
Westcliffe
Saguache
Lake City
Gunnison
National Fore
Butte
40
70
24
25
50
285

Air Service

The Air Command Partnership

Created in 2016

- Gunnison-Crested Butte Regional Airport
- Crested Butte Mountain Resort
- Western Colorado University
- Gunnison-Crested Butte Tourism Association
- Gunnison Valley Regional Transportation Authority

Rebranding the GVRTA

2018















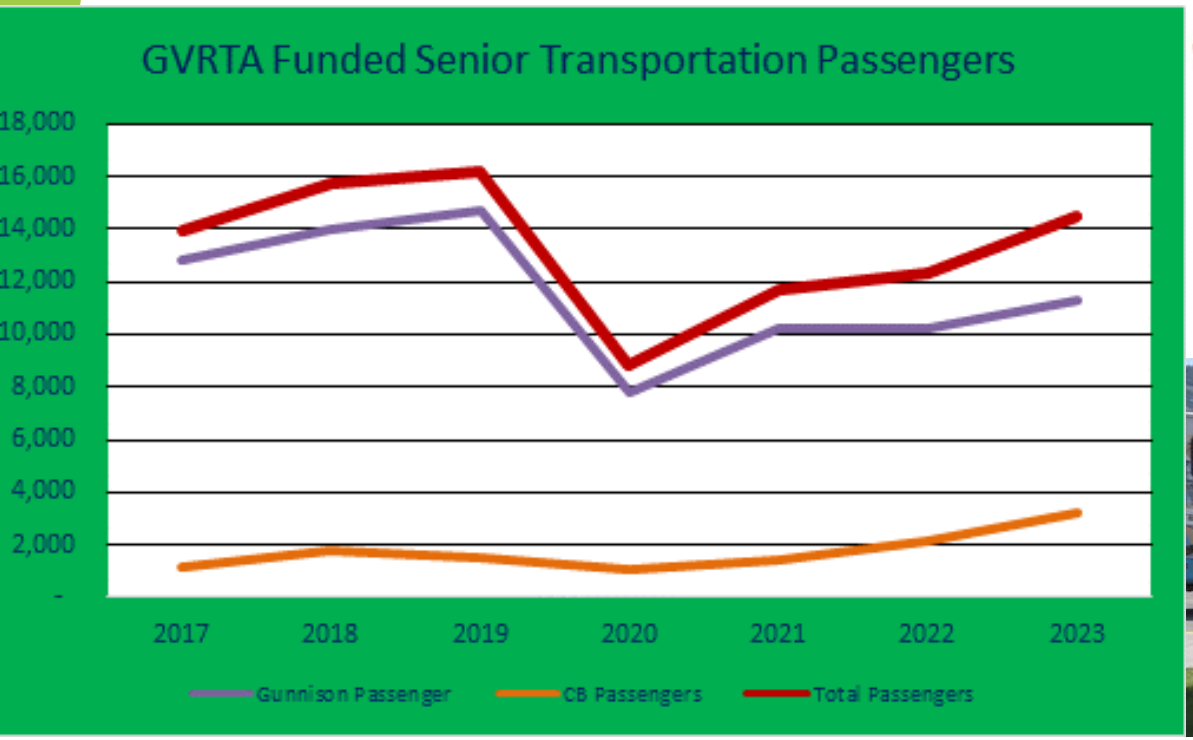
Rebranding the GVRTA





Senior Transportation New Mission

Started in 2017





THERE'S A **BETTER WAY** TO GET AROUND

GUNNISON VALLEY HEALTH



22 Years of Success!



2025 GVRTA

Draft Budget – For Board Review 9/20/24:

(Prepared on September 12, 2024)

The next pages comprise the 2025 GVRTA Draft Budget. This document will be revised over the next seven weeks as more information becomes available and as input is received from the Board of Directors until the final adoption of the budget by the RTA Board of Directors on November 15, 2024.

2025 Budget Schedule:

- September 20th - The first draft of the 2025 budget and the draft budget assumptions are available for discussion and public review at the GVRTA Board Meeting.
    - The Board directs staff to make any desired revisions.
- September 20th – November 8th – Staff revises draft budget with Board revisions, new information on costs, updated revenue expectations, etc.
- November 15th – The RTA Board of Directors reviews, amends if necessary, and makes a Motion to Adopt the 2025 Final Budget.
    - (This may be pushed to the December 6th meeting if necessary)
- The adopted Final Budget is submitted to the County Finance Department for inclusion in the Gunnison County 2025 Budget.
- The County Commissioners adopt the 2025 Budget.

2025 Draft Budget Assumptions:

- **Sales Tax**
    - Sales tax revenues are projected flat for remainder of 2024.
    - 2025 sales tax is budgeted to be 3% above 2024 projections.
- **Capital Fund**
    - The Capital Fund is allocated $500,000 in sales tax revenues in 2025
    - Section 5339 Grant funding is budgeted to cover 85% of the cost of two buses
        - We were awarded a grant for $1,516,108
        - Based upon the latest price proposal from MCI, we will only use $1,462,000 of these funds, so that is what is budgeted.
    - State grant funding of $1,000,000 is included to build the enhanced bus stop on Hwy 50 in Gunnison
        - This funding will likely be spread over two years.

    - Projects
        - Purchasing three buses - $860,000 each
            - Two with grant funding and one with local funds
        - Building the enhanced bus stop and GVRTA offices -$1,000,000
            - These expenses will likely be spread over two years as the project is completed and will be offset by state grant funding.
- **Air Command Fund**
    - The Air Command Fund is allocated $750,000 from sales tax revenues in 2025.
    - Winter flights are guaranteed to Houston and perhaps Chicago.
        - Total maximum MRG payments are budgeted at $560,000.
            - This line will be updated when more details are available.
    - Air Services Manager (including travel expenses) - $106,000
    - Airline Mechanic Contribution - $50,000
- **Senior Transportation Fund**
    - The Senior Transportation Fund is allocated $446,000 from sales tax revenues in 2025.
    - Senior transportation operations continue with no changes in 2025.
        - Contracts are budgeted at:
            - $315,000 for GVH
            - $105,000 for Mountain Express
- **General Fund**
    - Remaining Sales Tax ($4,601,000) is allocated to the General Fund.
    - The GVRTA Commuter Bus operates on a 41 round-trip winter bus schedule and a 33 round-trip spring, summer, and fall bus schedule.
    - New Bus Operations Manager contract is included ($84,000) under contracted Services
- **Overall**
    - Total revenues are budgeted to be $9,349,700.
    - Total expenditures are budgeted not to exceed $9,742,084.
        - Capital assets will increase with three new buses ($2,580,000) and the enhanced bus stop project ($1,000,000).
    - Ending fund balance is budgeted to be $4,886,745.

Gunnison Valley Transportation Authority Draft 2025 Budget

For Adoption by the Board of Directors November, 2024

Gunnison Valley Transportation Authority 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Sales Tax Revenues	**$ 6,052,980**	**$ 5,996,000**	**$ 6,113,197**	**$ 6,297,000**
Sales Tax to General Fund	$ 3,682,980	$ 4,313,000	$ 4,730,197	$ 4,601,000
Sales Tax to Capital Fund	$ 1,550,000	$ 500,000	$ 500,000	$ 500,000
Sales Tax to Air Command Fund	$ 400,000	$ 750,000	$ 450,000	$ 750,000
Sales Tax to Senior Transportation Fund	$ 420,000	$ 433,000	$ 433,000	$ 446,000
	$ 6,052,980	**$ 5,996,000**	**$ 6,113,197**	**$ 6,297,000**

GVRTA General Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Beginning General Fund Balance	**$ 1,541,924**	**$ 1,924,030**	**$ 1,732,918**	**$ 2,215,104**
Revenues:				
Sales Tax Revenues	$ 3,682,983	$ 4,313,000	$ 4,730,197	$ 4,601,000
Sales Tax - Clerk	$ 39,174	$ 36,000	$ 43,000	$ 37,000
Interest Charges	$ 1,713	$ 2,700	$ -	$ 1,700
Other Fines	$ 8,713	$ 16,000	$ -	$ 8,000
Rental Income	$ 72,521	$ 97,000	$ 105,000	$ 97,000
Earnings on Investments	$ 122,302	$ 60,000	$ 125,000	$ 80,000
5311 A & O FTA 5311Admin. & Operating Grants	$ 242,618	$ 359,512	$ 359,512	$ 367,000
Total Revenues	**$ 4,170,024**	**$ 4,884,212**	**$ 5,362,709**	**$ 5,191,700**
Expenditures:				
Postage	$ 10	$ 100	$ 100	$ 100
Equipment Under $4,000	$ 3,732	$ 4,000	$ 4,000	$ 4,000
Building Repair and Maintenance	$ 18,623	$ 40,000	$ 40,000	$ 30,000
Travel - Transportation	$ 272	$ 8,000	$ 4,000	$ 4,000
Travel - Meals	$ 279	$ 6,000	$ 3,000	$ 3,000
Travel - Lodging	$ 528	$ 6,000	$ 3,000	$ 3,000
Legal Services	$ 5,586	$ 8,000	$ 10,000	$ 8,000
Contracted Temporary Help - Marcy & RAE	$ 750	$ 92,000	$ 109,000	$ 8,000
Contract Svcs - Morrison, Bus Ops Mgr, Swiftly, Bus Stops, etc	$ 61,975	$ 67,000	$ 71,000	$ 160,000
Management Services - TMS	$ 93,600	$ 97,344	$ 97,344	$ 101,238
Meetings - Registrations	$ 275	$ 2,000	$ 1,000	$ 2,000
State Fees	$ 27,218	$ 31,000	$ 30,000	$ 30,000
Treasurer's Fees	$ 78,144	$ 75,000	$ 63,000	$ 77,000
Late Night Taxi Donation	$ 22,105	$ 38,000	$ 37,895	$ 39,000
Advertising, Notices, Public Outreach & Website	$ 8,261	$ 15,000	$ 10,000	$ 18,000
Dues & Memberships (CASTA & POA Memberships)	$ 18,921	$ 23,000	$ 23,100	$ 25,000
Auditing	$ 6,660	$ 9,000	$ 9,000	$ 10,500
Insurance & Bonds	$ 16,591	$ 20,420	$ 20,420	$ 22,000
Utilities	$ 10,886	$ 10,000	$ 6,000	$ 10,000
Investment Commissions/Fees	$ -	$ 100	$ 100	$ 100
Transfer to County General Fund	$ 12,519	$ 13,220	$ 13,220	$ 14,000
5311 - A Management Services - TMS	$ 93,600	$ 97,344	$ 97,344	$ 101,238
5311 - O Diesel Fuel	$ 116,423	$ 133,000	$ 103,000	$ 120,000
5311 - O CNG Fuel	$ 339,236	$ 400,000	$ 375,000	$ 400,000
5311 - O Repair & Maintenance - Vehicles	$ 459,874	$ 605,000	$ 650,000	$ 640,000
5311 - O Purchased Transportation Services	$ 2,582,962	$ 2,850,000	$ 3,100,000	$ 3,200,000
Total Expenditures	**$ 3,979,030**	**$ 4,650,528**	**$ 4,880,523**	**$ 5,030,176**
Ending General Fund Balance	**$ 1,732,918**	**$ 2,157,714**	**$ 2,215,104**	**$ 2,376,628**

GVRTA Capital Reserve Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Beginning Fund Balance	**$ 2,739,383**	**$ 1,176,663**	**$ 1,313,636**	**$ 727,970**
Revenues:				
5339 - C 5311/5399/FASTER/SB1/SB228Capital Grants	$ 1,460,000	$ -	$ -	$ 1,462,000
Refund of Expenditures (Fading West Deposit)	$ 380,000	$ -	$ -	$ -
State SB267 Grant for Facility	$ -	$ -	$ -	$ 1,000,000
Sales Tax Revenues	$ 1,550,000	$ 500,000	$ 500,000	$ 500,000
Capital Fund Revenues	**$ 3,390,000**	**$ 500,000**	**$ 500,000**	**$ 2,962,000**
Expenditures:				
5339 - C Bus Purchases	$ 1,542,601	$ -	$ -	$ 2,580,000
SB-267 Facility Purchases / Design / Construction	$ 1,212,364	$ -	$ 110,043	$ 1,000,000
Housing/Land Purchases	$ 1,569,241	$ -	$ 812,623	$ -
Capital Improvements	$ 491,541	$ 125,000	$ 163,000	$ -
Capital Fund Expenditures	**$ 4,815,747**	**$ 125,000**	**$ 1,085,666**	**$ 3,580,000**
Ending Fund Balance	**$ 1,313,636**	**$ 1,551,663**	**$ 727,970**	**$ 109,970**

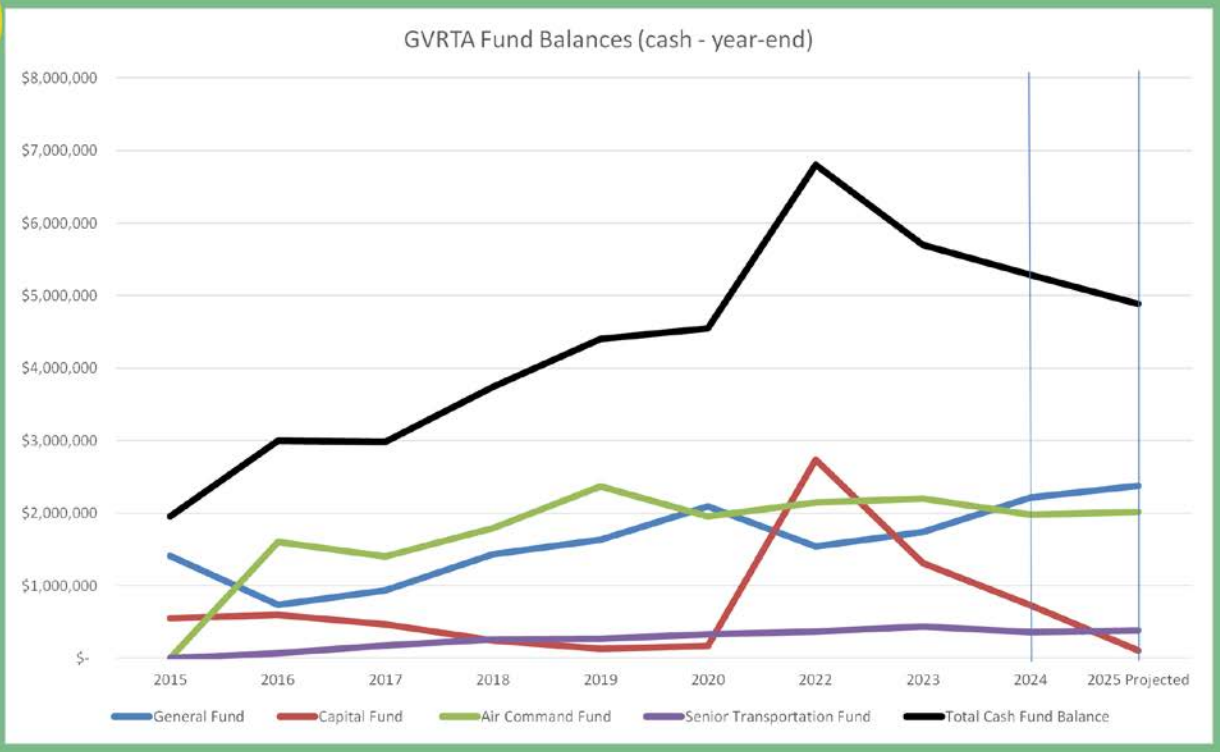
GVRTA Air Command Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Beginning Fund Balance	**$ 2,149,854**	**$ 2,199,465**	**$ 2,200,398**	**$ 1,979,444**
Revenues:				
Sales Tax Revenues	$ 400,000	$ 750,000	$ 450,000	$ 750,000
Refund from JSX - winter 2022-23	$ 103,500		$ -	
SCASD Grant ($300k - goes to county)	$ -	$ -	$ -	$ -
RTA Air Command Fund Revenues	**$ 503,500**	**$ 750,000**	**$ 450,000**	**$ 750,000**
Expenditures:				
Airline Guarantees - Winter	$ 311,889	$ 521,954	$ 521,954	$ 560,000
Professional Services - Tomcich	$ 99,067	$ 102,000	$ 101,000	$ 106,000
Airline Mechanic Contribution	$ 42,000	$ 45,000	$ 48,000	$ 50,000
Airline Guarantees - Summer (50% from county grant)	$ -	$ 300,000	$ -	$ -
RTA Air Command Fund Expenditures	**$ 452,956**	**$ 968,954**	**$ 670,954**	**$ 716,000**
Ending Fund Balance	**$ 2,200,398**	**$ 1,980,511**	**$ 1,979,444**	**$ 2,013,444**

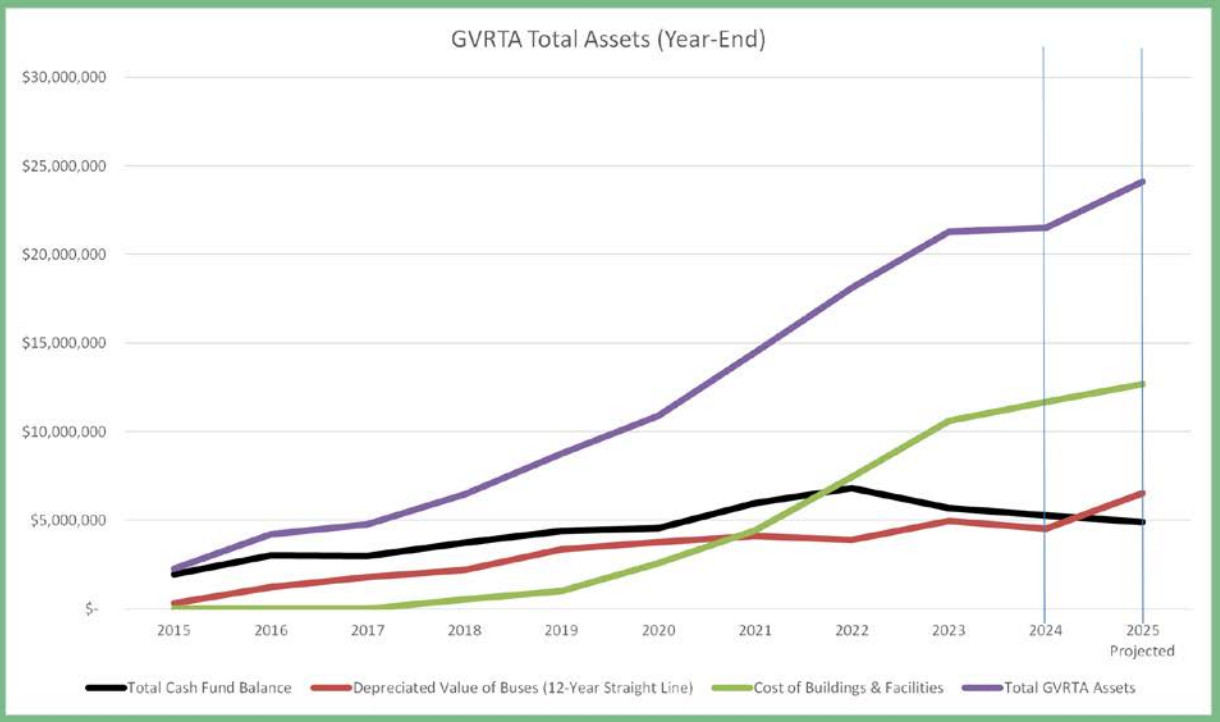
GVRTA Senior Transportation Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Beginning Fund Balance	**$ 371,262**	**$ 436,262**	**$ 437,390**	**$ 356,611**
Revenues:				
Sales Tax Revenues	$ 420,000	$ 433,000	$ 433,000	$ 446,000
Senior Transportation Fund Revenues	**$ 420,000**	**$ 433,000**	**$ 433,000**	**$ 446,000**
Expenditures:				
Capital Expenses	$ -	$ 120,000	$ 113,779	
Contracted Services	$ 353,872	$ 400,000	$ 400,000	$ 420,000
Senior Transportation Fund Expenditures	**$ 353,872**	**$ 520,000**	**$ 513,779**	**$ 420,000**
Ending Fund Balance	**$ 437,390**	**$ 349,262**	**$ 356,611**	**$ 382,611**

GVRTA Total Revenues and Expenditures 2025 Budget	2023 Actual	2024 Budget	2024 Projected	Draft 2025 Budget
Beginning Fund Balance	**$ 6,802,423**	**$ 5,736,420**	**$ 5,684,342**	**$ 5,279,129**
Revenues:	$ 8,483,524	$ 6,567,212	$ 6,745,709	$ 9,349,700
Expenditures:	$ 9,601,605	$ 6,264,482	$ 7,150,922	$ 9,746,176
Ending Fund Balance	**$ 5,684,342**	**$ 6,039,150**	**$ 5,279,129**	**$ 4,882,653**

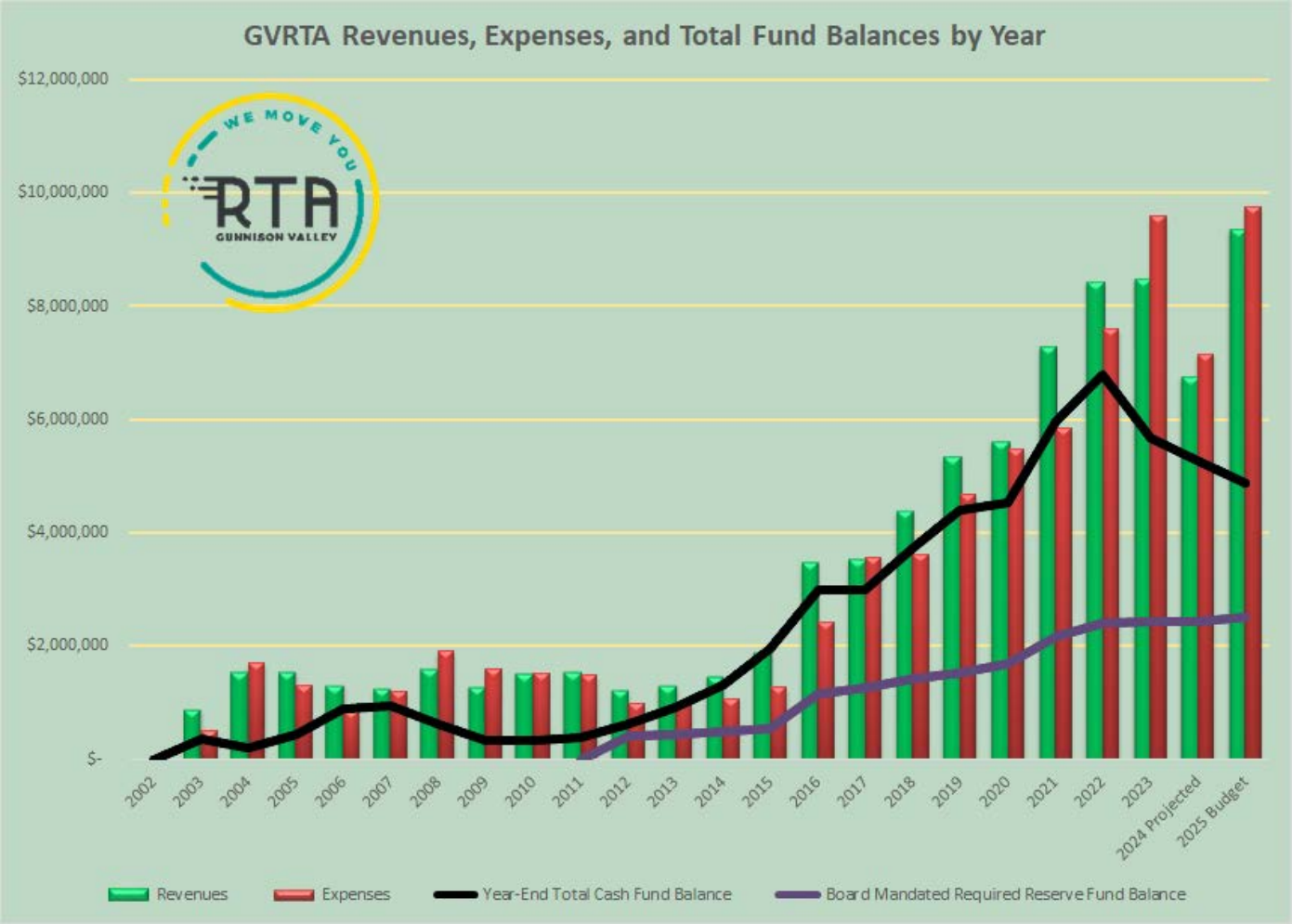
GVRTA Summary of all Funds 2025 Budget Fund Balances	Year End 2023 Actual	Year End 2024 Budget	Year End 2024 Projected	Year End 2025 Budget
Unrestricted General Fund Balance	$ 1,732,918	$ 2,157,714	$ 2,215,104	$ 2,376,628
Capital Reserve Fund Balance	$ 1,313,636	$ 1,551,663	$ 727,970	$ 109,970
Air Command Fund Balance	$ 2,200,398	$ 1,980,511	$ 1,979,444	$ 2,013,444
Senior Transportation Fund Balance	$ 437,390	$ 349,262	$ 356,611	$ 382,611
Total Fund Balance	**$ 5,684,342**	**$ 6,039,150**	**$ 5,279,129**	**$ 4,882,653**

Gunnison Valley Transportation Authority 2025 Budget





*For planning purposes only. Estimated values/costs of actual assets - Not accounting booked values.



Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,000	$ 10,760,030
Improvements to CB South Bus Stop	2024	$ 120,000	$ 10,880,030
Gunnison Transit Center	2025	$ 1,810,167	$ 12,690,197

Gunnison Valley RTA – Five Year Financial Plan – for adoption by the Board of Directors on November 15, 2024

This Five-Year Financial Plan is intended to assist the Gunnison Valley RTA (GVRTA) Board of Directors and the community to ensure that we allocate our constrained resources to provide services and results that are in line with the community's expectations while achieving long-term financial balance and accountability. This Five-Year Financial plan can assist by providing a tool for evaluating the fiscal implications of policy decisions and a process for publicly deliberating and making future budget choices.

By using this plan in budget development, we will better understand and communicate the GVRTA's financial challenges and opportunities, better understand the trade-offs necessary to achieve financial balance, and assist in making financially sustainable decisions during the budget process.

The GVRTA is in a sound financial position. Sales tax revenue collections continue to be sustainable and we have received numerous grants for capital, transit operations and air service. Fund balances are at levels which can help to sustain the GVRTA in case of an economic downturn and we have been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

The plan on the next pages includes notes for revenues and for each fund. These notes include assumptions about the economy and the plan may need to be adjusted if revenue projections are not met.

The General Fund includes sustaining bus service at 2024-25 levels over the entire period. If revenues exceed projections, it is anticipated that these excess funds would flow to the general fund and that bus service schedules could be further increased.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and facilities.

The Air Command Fund is planned to maintain a stable fund balance in order to be available to add new air service to the valley when appropriate. The Air Command fund balance is likely to increase beyond planned amounts as programs perform so that maximum payments under MRG contracts are not necessary.

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles as needed in the future.

Sales Tax Revenues:

Gunnison Valley RTA - DRAFT Five-Year Financial Plan
For Adoption - November, 2025

Gunnison Valley Transportation Authority DRAFT Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Sales Tax Revenues	**$ 5,996,000**	**$ 6,113,197**	**$ 6,297,000**	**$ 6,486,000**	**$ 6,681,000**	**$ 6,881,000**	**$ 7,087,000**
Transfers							
Sales Tax to General Fund	$ 4,313,000	$ 4,730,197	$ 4,601,000	$ 4,527,000	$ 4,608,000	$ 4,694,000	$ 4,885,000
Sales Tax to Capital Reserve Fund	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 600,000	$ 700,000	$ 700,000
Sales Tax to Air Command Fund	$ 750,000	$ 450,000	$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Sales Tax to Senior Transportation Fund	$ 433,000	$ 433,000	$ 446,000	$ 459,000	$ 473,000	$ 487,000	$ 502,000
Total Transfers	**$ 5,996,000**	**$ 6,113,197**	**$ 6,297,000**	**$ 6,486,000**	**$ 6,681,000**	**$ 6,881,000**	**$ 7,087,000**

Notes on sales tax revenues and transfers:

- Sales tax is projected to increase 3% per year
- Transfers to the Capital Reserve Fund are set at $500,000 per year and increase as needed to provide local match for bus grants
- Transfers to the Air Command Fund are set at $1,000,000 per year starting in 2026
- Transfers to the Senior Transportation Fund set at $459,000 in 2026 and increased by 3% per year
- Transfers to the General Fund are the remainder of sales tax revenues after other transfers

GVRTA - General Fund DRAFT Five-Year Financial Plan		2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning General Fund Balance		**$ 1,924,030**	**$ 1,732,918**	**$ 2,215,104**	**$ 2,376,628**	**$ 2,329,840**	**$ 2,210,040**	**$ 2,022,640**
Revenues:								
	Sales Tax Revenues	$ 4,313,000	$ 4,730,197	$ 4,601,000	$ 4,527,000	$ 4,608,000	$ 4,694,000	$ 4,885,000
	Sales Tax - Clerk	$ 36,000	$ 43,000	$ 37,000	$ 38,000	$ 39,000	$ 40,000	$ 41,000
	Interest Charges	$ 2,700	$ -	$ 1,700	$ 1,700	$ 1,700	$ 1,700	$ 1,700
	Other Fines	$ 16,000	$ -	$ 8,000	$ 8,200	$ 8,400	$ 8,700	$ 9,000
	Rental Income	$ 97,000	$ 105,000	$ 97,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
	Earnings on Investments	$ 60,000	$ 125,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000
5311 A & O	FTA 5311 & CRRSAA Admin. & Operating Grant	$ 359,512	$ 359,512	$ 367,000	$ 378,000	$ 389,300	$ 401,000	$ 413,000
Total Revenues		**$ 4,884,212**	**$ 5,362,709**	**$ 5,191,700**	**$ 5,132,900**	**$ 5,226,400**	**$ 5,325,400**	**$ 5,529,700**
Expenditures:								
	Postage	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Building Repair and Maintenance	$ 40,000	$ 40,000	$ 30,000	$ 32,000	$ 34,000	$ 36,000	$ 38,000
	Travel - Transportation	$ 8,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Travel - Meals	$ 6,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
	Travel - Lodging	$ 6,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
	Legal Services	$ 8,000	$ 10,000	$ 8,000	$ 8,400	$ 8,800	$ 9,000	$ 9,000
	Contracted Temporary Help - Marcy & RAE	$ 92,000	$ 109,000	$ 8,000	$ 8,000	$ 8,000	$ 8,000	$ 8,000
	Contract Svcs - Morrison, Bus Ops Mgr, Swiftly, Bus Stops, e	$ 67,000	$ 71,000	$ 160,000	$ 168,000	$ 176,000	$ 185,000	$ 194,000
	Management Services	$ 97,344	$ 97,344	$ 101,238	$ 106,300	$ 110,600	$ 115,000	$ 120,800
	Meetings - Registrations	$ 2,000	$ 1,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	State Fees	$ 31,000	$ 30,000	$ 30,000	$ 31,000	$ 32,000	$ 33,000	$ 34,000
	Treasurer's Fees	$ 75,000	$ 63,000	$ 77,000	$ 79,000	$ 81,000	$ 83,000	$ 85,000
	Late Night Taxi Donation	$ 38,000	$ 37,895	$ 39,000	$ 40,000	$ 41,000	$ 42,000	$ 43,000
	Advertising, Notices, Public Outreach & Website	$ 15,000	$ 10,000	$ 18,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000
	Dues & Memberships (CASTA & POAs)	$ 23,000	$ 23,100	$ 25,000	$ 25,800	$ 26,600	$ 27,400	$ 28,200
	Auditing	$ 9,000	$ 9,000	$ 10,500	$ 7,000	$ 10,000	$ 10,000	$ 10,000
	Insurance & Bonds	$ 20,420	$ 20,420	$ 22,000	$ 25,000	$ 28,000	$ 29,000	$ 30,000
	Utilites	$ 10,000	$ 6,000	$ 10,000	$ 10,300	$ 10,600	$ 10,900	$ 11,200
	Investment Commissions/Fees	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 13,220	$ 13,220	$ 14,000	$ 14,400	$ 14,800	$ 15,200	$ 15,700
5311 - A	Management Services	$ 97,344	$ 97,344	$ 101,238	$ 105,288	$ 110,600	$ 116,100	$ 121,900
5311 - O	Diesel Fuel	$ 133,000	$ 103,000	$ 120,000	$ 124,000	$ 128,000	$ 132,000	$ 136,000
5311 - O	CNG Fuel	$ 400,000	$ 375,000	$ 400,000	$ 412,000	$ 424,000	$ 437,000	$ 450,000
5311 - O	Repair & Maintenance - Vehicles	$ 605,000	$ 650,000	$ 640,000	$ 659,000	$ 679,000	$ 699,000	$ 720,000
5311 - O	Purchased Transportation Services	$ 2,850,000	$ 3,100,000	$ 3,200,000	$ 3,296,000	$ 3,395,000	$ 3,497,000	$ 3,602,000
5311 A&O	*Subtotal of 5311 Grant Activities*	*$ 4,085,344*	*$ 4,325,344*	*$ 4,461,238*	*$ 4,596,288*	*$ 4,736,600*	*$ 4,881,100*	*$ 5,029,900*
Total Expenditures		**$ 4,650,528**	**$ 4,880,523**	**$ 5,030,176**	**$ 5,179,688**	**$ 5,346,200**	**$ 5,512,800**	**$ 5,685,000**
Ending General Fund Balance		**$ 2,157,714**	**$ 2,215,104**	**$ 2,376,628**	**$ 2,329,840**	**$ 2,210,040**	**$ 2,022,640**	**$ 1,867,340**

Notes on the General Fund:

Sales tax equals total sales tax revenues less transfers to other funds
5311 A&O grant is projected to grow slightly over the period
5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
Bus service is planned at 41 round-trips in the winter and 33 in the spring, summer, and fall throughout the time period
- service levels could change based upon revenues
Contract with Alpine Express increases based upon CPI and is projected at 3% per year
Fuel costs increase at 3% per year
Other items are either flat or increase nominally

GVRTA Capital Reserve Fund **DRAFT Five-Year Financial Plan**	**2024 Budget**	**2024 Projected**	**2025 Budget**	**2026 Planned**	**2027 Planned**	**2028 Planned**	**2029 Planned**
Beginning Fund Balance	**$ 1,176,663**	**$ 1,313,636**	**$ 727,970**	**$ 109,970**	**$ 136,894**	**$ 352,625**	**$ 156,829**
Revenues:							
State and Federal Capital Grants	$ -	$ -	$ 2,462,000	$ 1,426,924	$ 1,469,732	$ 1,513,824	$ 1,559,238
Refund on Expenditures	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sales Tax Revenues	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 600,000	$ 700,000	$ 700,000
Capital Fund Revenues	**$ 500,000**	**$ 500,000**	**$ 2,962,000**	**$ 1,926,924**	**$ 2,069,732**	**$ 2,213,824**	**$ 2,259,238**
Expenditures:							
Bus Purchases	$ -	$ -	$ 2,580,000	$ 1,800,000	$ 1,854,000	$ 1,909,620	$ 1,966,909
Facility Purchases / Design / Construction	$ -	$ 110,043	$ 1,000,000	$ -	$ -	$ -	$ -
Housing / Land Purchase	$ -	$ 812,623	$ -	$ -	$ -	$ -	$ -
Capital Improvements	$ 125,000	$ 163,000	$ -	$ 100,000	$ -	$ 500,000	$ 150,000
Capital Fund Expenditures	**$ 125,000**	**$ 1,085,666**	**$ 3,580,000**	**$ 1,900,000**	**$ 1,854,000**	**$ 2,409,620**	**$ 2,116,909**
Ending Fund Balance	**$ 1,551,663**	**$ 727,970**	**$ 109,970**	**$ 136,894**	**$ 352,625**	**$ 156,829**	**$ 299,159**

Notes on the Capital Reserve Fund:

Transfers to the Capital Reserve Fund are set at $500,000 per year and increase as needed to provide local match for bus grants
Improvements include:

2024 - Improvements at current CB South bus stop	$ 120,000
2024 - Replace Mocha's, Western, and Gunnison Schools Bus Stop Shelters	$ 41,000
2024 - Purchase Safeway Lot for enhanced Gunnison bus stop	$ 810,167
2025 - Contruction of enhanced Gunnison Bus stop at Safeway Lot w/ state grant	$ 1,000,000
2025 - Purchase of two buses with Section 5339 Grant (already awarded)	$ 1,720,000
2025 - Purchase new bus with local funds	$ 860,000
2026 - Purchase two buses - with Section 5339 grant award (already awarded)	$ 1,426,924
2026 - Upgrade Rec Center and Virginia bus stops	$ 100,000
2027 - Purchase two buses - dependent upon receiving a grant award of	$ 1,469,732
2028 - Construction of Park & Ride - Brush Creek	$ 500,000
2028 - Purchase two buses - dependent upon receiving a grant award of	$ 1,513,824
2029 - Construction of additional flag bus stop at POA in CB South	$ 150,000
2029 - Purchase two buses - dependent upon receiving a grant award of	$ 1,559,238

GVRTA Air Command Fund DRAFT Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 2,199,465**	**$ 2,200,398**	**$ 1,979,444**	**$ 2,013,444**	**$ 2,002,444**	**$ 1,987,444**	**$ 1,967,444**
Revenues:							
Sales Tax Revenues	$ 750,000	$ 450,000	$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
SCASD Grant ($600k received by county spread over 2025-26)	$ -	$ -	$ -	$ -			
RTA Air Command Fund Revenues	**$ 750,000**	**$ 450,000**	**$ 750,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**
Expenditures:							
Airline Guarantees - Winter	$ 521,954	$ 521,954	$ 560,000	$ 550,000	$ 550,000	$ 550,000	$ 550,000
Professional Services - Airplanners & RRC	$ 102,000	$ 101,000	$ 106,000	$ 111,000	$ 115,000	$ 120,000	$ 125,000
Contract with Airport for Airline Mechanic	$ 45,000	$ 48,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Airline Guarantees - Summer (50% by county in 2026, 27, & 28	$ 300,000	$ -	$ -	$ 300,000	$ 300,000	$ 300,000	$ 300,000
RTA Air Command Fund Expenditures	**$ 968,954**	**$ 670,954**	**$ 716,000**	**$ 1,011,000**	**$ 1,015,000**	**$ 1,020,000**	**$ 1,025,000**
Ending Fund Balance	**$ 1,980,511**	**$ 1,979,444**	**$ 2,013,444**	**$ 2,002,444**	**$ 1,987,444**	**$ 1,967,444**	**$ 1,942,444**

Notes on the Air Command Fund:

- Transfers to the Air Command Fund are set at $1,000,000 per year starting in 2026
- Winter MRG expenditures are set at $550,000 each year
- Summer MRG expenditures for new Dallas service are set at $600,000 each year for the first two years and then $300,000 per year thereafter
- The Air Command Fund Balance is likely to increase beyond projections (assuming full MRG payments are not necessary)
- Increased Fund Balances can be used to expand to other markets in the future
- The Air Command will continue to make recommendations regarding future contracts
- The Air Command fund is very difficult to plan out this far

GVRTA Senior Transportation Fund DRAFT Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 436,262**	**$ 437,390**	**$ 356,611**	**$ 382,611**	**$ 400,611**	**$ 410,611**	**$ 271,611**
Revenues:							
Sales Tax Revenues	$ 433,000	$ 433,000	$ 446,000	$ 459,000	$ 473,000	$ 487,000	$ 502,000
Senior Transportation Fund Revenues	**$ 433,000**	**$ 433,000**	**$ 446,000**	**$ 459,000**	**$ 473,000**	**$ 487,000**	**$ 502,000**
Expenditures:							
Capital Expenses	$ 120,000	$ 113,779	$ -	$ -	$ -	$ 140,000	$ -
Contracted Services	$ 400,000	$ 400,000	$ 420,000	$ 441,000	$ 463,000	$ 486,000	$ 510,000
Senior Transportation Fund Expenditures	**$ 520,000**	**$ 513,779**	**$ 420,000**	**$ 441,000**	**$ 463,000**	**$ 626,000**	**$ 510,000**
Ending Fund Balance	**$ 349,262**	**$ 356,611**	**$ 382,611**	**$ 400,611**	**$ 410,611**	**$ 271,611**	**$ 263,611**

Notes on the Senior Transportation Fund:

- Transfers to the Senior Transportation Fund set at $459,000 in 2026 and increased by 3% per year
- Contracted expenses increase by 3% per year
- Capital expense includes Gunnison bus/van purchases in 2024 and 2028

RTA Total Revenues and Expenditures DRAFT Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 5,736,420**	**$ 5,684,342**	**$ 5,279,129**	**$ 4,882,653**	**$ 4,869,789**	**$ 4,960,721**	**$ 4,418,525**
Revenues:	$ 6,567,212	$ 6,745,709	$ 9,349,700	$ 8,518,824	$ 8,769,132	$ 9,026,224	$ 9,290,938
Expenditures:	$ 6,264,482	$ 7,150,922	$ 9,746,176	$ 8,531,688	$ 8,678,200	$ 9,568,420	$ 9,336,909
Ending Fund Balance	**$ 6,039,150**	**$ 5,279,129**	**$ 4,882,653**	**$ 4,869,789**	**$ 4,960,721**	**$ 4,418,525**	**$ 4,372,554**

RTA Summary of all Funds DRAFT Five-Year Financial Plan Fund Balances - Year End	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
General Fund Balance	$ 2,157,714	$ 2,215,104	$ 2,376,628	$ 2,329,840	$ 2,210,040	$ 2,022,640	$ 1,867,340
Capital Reserve Fund Balance	$ 1,551,663	$ 727,970	$ 109,970	$ 136,894	$ 352,625	$ 156,829	$ 299,159
Air Command Fund Balance	$ 1,980,511	$ 1,979,444	$ 2,013,444	$ 2,002,444	$ 1,987,444	$ 1,967,444	$ 1,942,444
Senior Transportation Fund Balance	$ 349,262	$ 356,611	$ 382,611	$ 400,611	$ 410,611	$ 271,611	$ 263,611
Total Fund Balance	**$ 6,039,150**	**$ 5,279,129**	**$ 4,882,653**	**$ 4,869,789**	**$ 4,960,721**	**$ 4,418,525**	**$ 4,372,554**

Notes on fund balances:

The Senior Transportation Fund must be kept whole

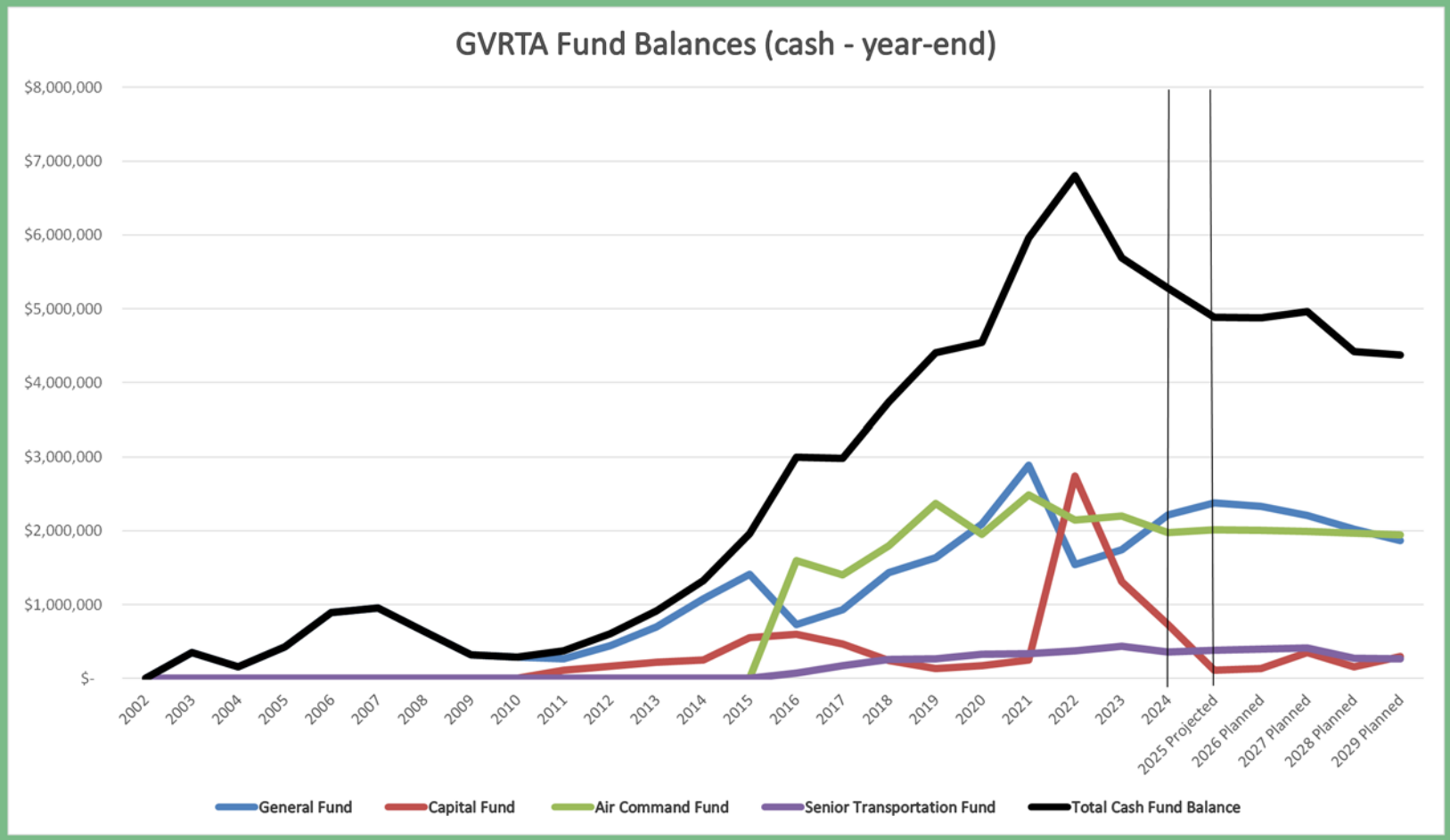
- Additional funds may be allocated to the Senior Transportation Fund, but transfers out of the Senior Transportation Fund are not allowed per the ballot language

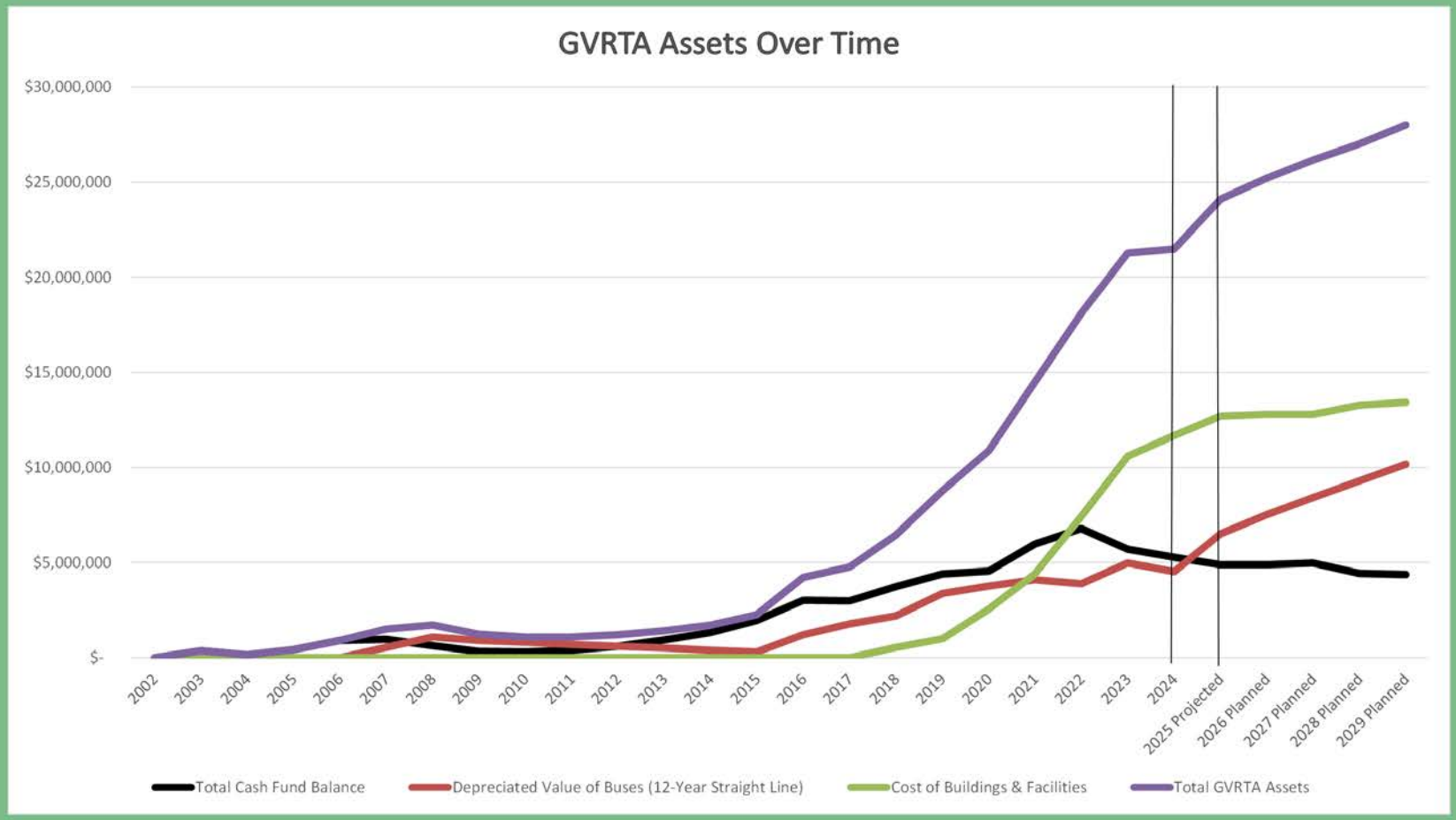
The Board of Directors may transfer funds between the other funds

The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

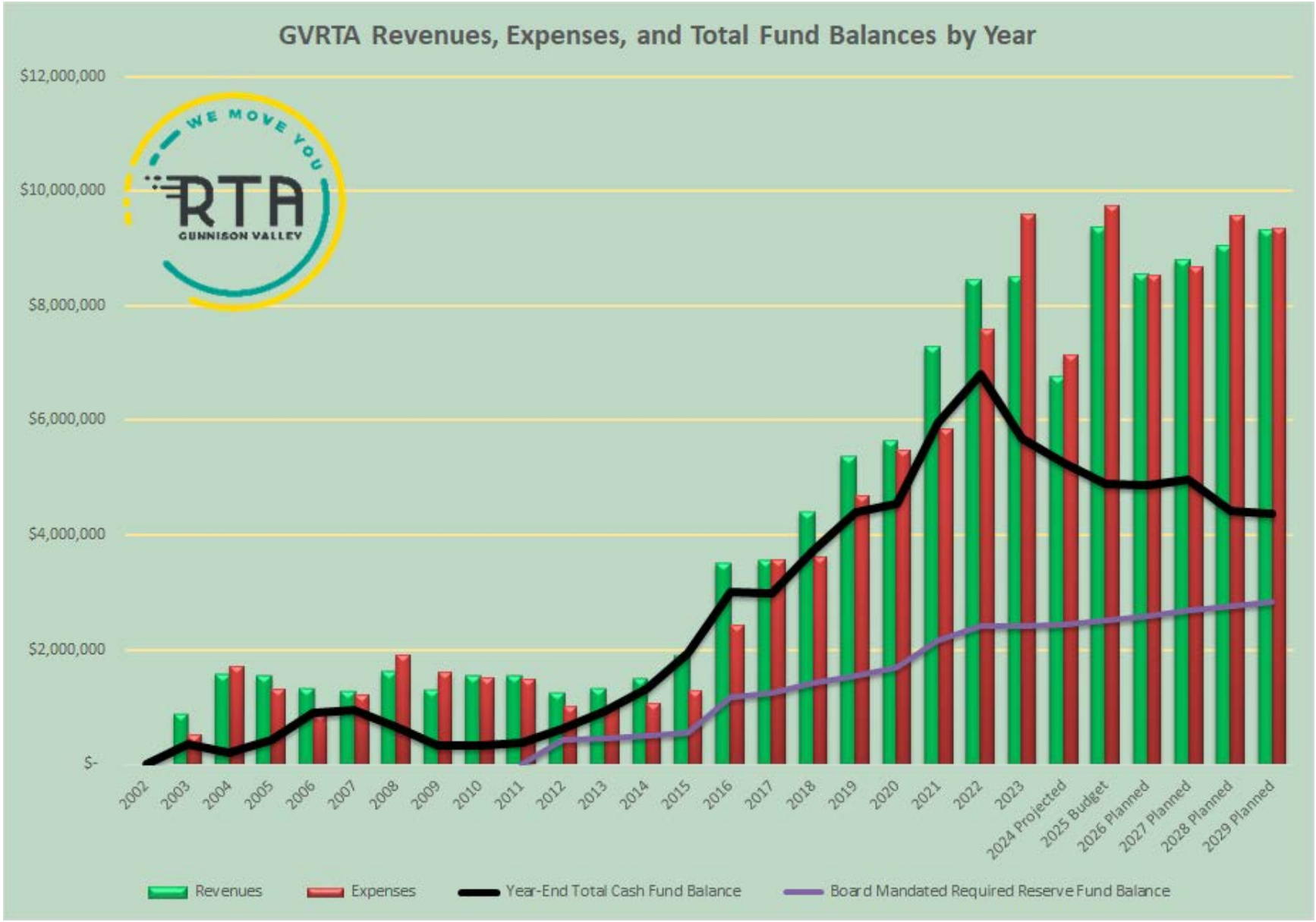
Projected sales tax revenue in 2025 requires that we maintain a total unrestricted fund balance of $ 2,518,800

Total unrestricted fund balance at end of 2025 is budgeted to be: $ 4,500,042


GVRTA Fund Balances (cash - year-end)
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025 Projected
2026 Planned
2027 Planned
2028 Planned
2029 Planned
General Fund
Capital Fund
Air Command Fund
Senior Transportation Fund
Total Cash Fund Balance



*For planning purposes only. Estimated value based on cost of assets - Not accounting booked values.


GVRTA Revenues, Expenses, and Total Fund Balances by Year
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024 Projected
2025 Budget
2026 Planned
2027 Planned
2028 Planned
2029 Planned
Revenues
Expenses
Year-End Total Cash Fund Balance
Board Mandated Required Reserve Fund Balance

Actual, Projected and Planned Costs of Buildings and Facilities

Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,000	$ 10,760,030
Improvements to CB South Bus Stop	2024	$ 120,000	$ 10,880,030
Gunnison Transit Center	2025	$ 1,810,167	$ 12,690,197
Improvements to Virg. & Rec Ctr Stops	2026	$ 100,000	$ 12,790,197
Brush Creek Park and Ride	2028	$ 500,000	$ 13,290,197
CB South POA Bus Stop	2029	$ 150,000	$ 13,440,197

Projected and Planned Depreciated Value of Bus Fleet

	Model Year	2017	2017	2017	2019	2019	2019	2020	2021	2023	2023	2025	2025	2025	2026	2026	2027	2027	2028	2028	2029	2029
Bus Values	Total	504	505	506	503	502	501	500	507	508	509	510	511	512	513	514	515	516	517	518	519	520
2023	$ 4,972,261	$ 266,391	$ 260,514	$ 347,579	$ 409,441	$ 476,623	$ 476,623	$ 563,377	$ 629,112	$ 771,300	$ 771,300											
2024	$ 4,523,357	$ 221,992	$ 217,095	$ 289,649	$ 350,950	$ 417,045	$ 417,045	$ 500,780	$ 566,201	$ 771,300	$ 771,300											
2025 Projected	$ 6,525,802	$ 177,594	$ 173,676	$ 231,719	$ 292,458	$ 357,467	$ 357,467	$ 438,182	$ 503,289	$ 706,925	$ 707,025	$ 860,000	$ 860,000	$ 860,000								
2026 Planned	$ 7,523,248	$ 133,195	$ 130,257	$ 173,789	$ 233,966	$ 297,889	$ 297,889	$ 375,585	$ 440,378	$ 642,550	$ 642,750	$ 785,000	$ 785,000	$ 785,000	$ 900,000	$ 900,000						
2027 Planned	$ 8,416,362	$ 88,796	$ 86,838	$ 115,859	$ 175,475	$ 238,311	$ 238,311	$ 312,987	$ 377,467	$ 578,175	$ 578,475	$ 710,000	$ 710,000	$ 710,000	$ 820,834	$ 820,834	$ 927,000	$ 927,000				
2028 Planned	$ 9,306,246	$ -	$ 43,419	$ 57,929	$ 116,983	$ 178,733	$ 178,733	$ 250,390	$ 314,556	$ 513,800	$ 514,200	$ 635,000	$ 635,000	$ 635,000	$ 741,668	$ 741,668	$ 843,667	$ 839,500	$ 1,033,000	$ 1,033,000		
2029 Planned	$ 10,174,761	$ -	$ -	$ -	$ 58,491	$ 119,156	$ 119,156	$ 187,792	$ 251,644	$ 449,425	$ 449,925	$ 560,000	$ 560,000	$ 560,000	$ 662,502	$ 662,502	$ 760,334	$ 752,000	$ 946,917	$ 946,917	$ 1,064,000	$ 1,064,000

MEMO

September 20, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Motorcoach Purchases

Board Members,

I'm very happy to report that last week, we were awarded another Section 5339 grant through CDOT's Consolidated Capital Call for Projects! This grant is for $1,426,924 and will cover 80% of the cost of two replacement coaches. We will use this grant to replace our two oldest coaches, but we will likely be allowed to keep them in our fleet as spare vehicles for the time being. I received a Price Proposal from the bus manufacturer and the cost for these coaches will be about $860,000 each, so our local cost will be approximately $172,000 each.

As you are aware, the GVRTA was previously awarded a $1,516,108 Section 5339 (Bus and Bus Facilities) grant from the FTA for the purchase of two new expansion coaches. The grant will come through CDOT and will cover 85% of the total cost of the two coaches, so our local cost will be approximately $129,000k each.

These coaches will be purchased through a cooperative purchasing agreement with the State of Washington. We are using this agreement because the procurement has already been approved by CDOT and therefore, we won't have to go through a separate procurement process. Also, since Washington's procurement is for a large number of vehicles, the price is better than we would be able get on our own.

I will work with our consultant, the State of Washington, and CDOT to complete the process for procuring the coaches. It is likely that we will be able to receive two of these coaches in 2025 and two in 2026 and the budget in your packet reflects this.

Since we have expanded service so much, we are putting over 900,000 miles per year on our fleet. In order to be able to maintain the fleet, we need more coaches as soon as possible and these grants are a great start. Coaches are meant to last for 12 years or 500,000 miles and by March of 2026, I anticipate that about half of our fleet will have exceeded that amount.

Therefore, in order to keep our fleet in good repair, I recommend that we purchase five coaches total and use the GVRTA fund balance to pay for the fifth coach. Since we wouldn't have to wait for a grant contract to order it, the locally funded coach should arrive earlier. This coach would be an expansion coach and would be eligible for replacement grants in the future, which helps with long-term fleet planning. It would also be very helpful to have an extra coach to get us through the 2025-26 winter season.

If you agree, I request a **motion authorizing me to enter into purchase contracts with MCI/NewFlyer through the State of Washington cooperative purchasing agreement to purchase one coach with local funding and four coaches with grant funding.**

I've included a fleet replacement schedule in the packet for your reference and I look forward to discussing this idea at the meeting.

Thank you,
Scott Truex
Executive Director

GVRTA Fleet Replacement Schedule

GVRTA Fleet Replacement Schedule																	
Projected Odometer On 1/1	5311 2017-D #504	Local 2017-D #505	DOLA 2017-C #506	5339 2018-C #503	SB-228 2019-C #502	5339 2019-C #501	5339/VW 2020-C #500	FASTER 2021-C #507	5339 2023-C #508	5339 2023-C #509	#510	#511	#512	#513	#514	#515	#516
2024	555,000	570,000	450,000	405,000	365,000	400,000	280,000	170,000	50,000	50,000							
2025	646,000	661,000	541,000	496,000	456,000	491,000	371,000	261,000	141,000	141,000	-	-	-				
2026	712,000	752,000	632,000	587,000	547,000	582,000	462,000	352,000	232,000	202,000	20,000	20,000	20,000	-	-		
2027	722,000	762,000	712,000	667,000	627,000	662,000	542,000	432,000	312,000	282,000	80,000	80,000	80,000	35,000	35,000	-	-
2028			732,000	687,000	687,000	682,000	617,000	507,000	387,000	357,000	155,000	155,000	155,000	110,000	110,000	25,000	25,000
2029					727,000	722,000	657,000	582,000	462,000	432,000	230,000	230,000	230,000	185,000	185,000	100,000	100,000
2030					752,000	747,000	682,000	657,000	537,000	507,000	305,000	305,000	305,000	260,000	260,000	175,000	175,000

	In Service
	Spare

2025 – 3 new buses – expand fleet to 13

2026 – 2 new buses – replace 2 old buses

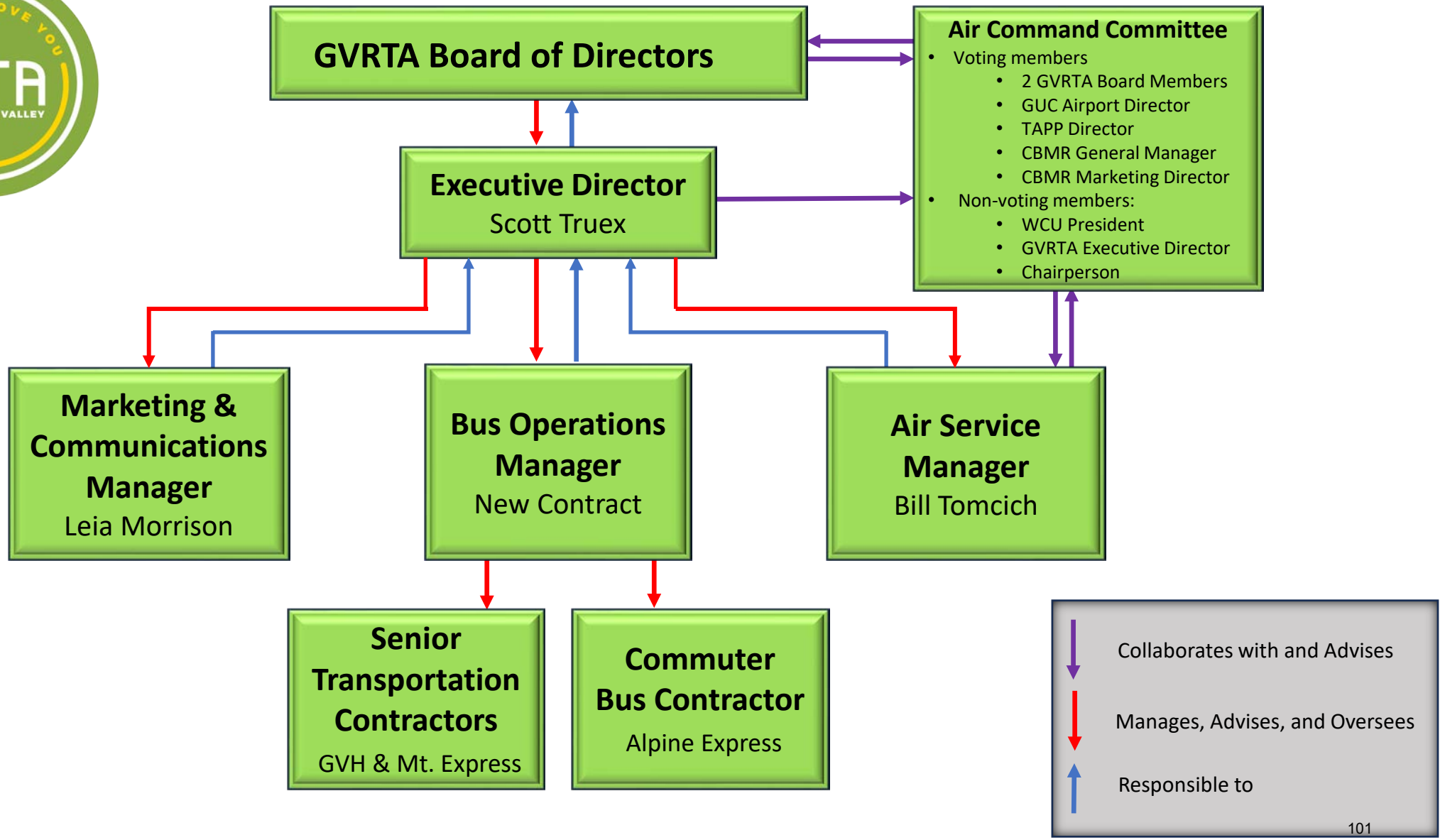
2027 – 2 new buses – replace 2 old buses

2028 – 2 buses – expand fleet to 15

2029 – 2 buses – replace 2 old buses

2030 – 2 buses – expand fleet to 17

Gunnison Valley RTA Organization Chart – for adoption 9/20/24



Scope of Work

– GVRTA Marketing and Communications Manager –

SUMMARY:

This contractor reports to the Executive Director and attends all GVRTA Board meetings and Air Command meetings. Assists the Executive director in administrative activities of the GVRTA as needed.

SCOPE OF WORK:

- Attends all GVRTA Board and Air Command meetings.
- Takes minutes of GVRTA Board meetings and notes on Air Command and other committee meetings.
- Creates and publishes meeting notices for all GVRTA public meetings.
- Sends invitations for GVRTA Board and committee meetings
- Sets up, manages and keeps recordings of GVRTA online Zoom meetings.
- Keeps backup copies of all GVRTA electronic data.
- Will choose and work with a web developer to create an updated GVRTA website during the first six months of this contract.
    - Website development will have a budget of $8,000 and will contain similar content to current website with an updated theme and better accessibility.
- Manages the GVRTA website and updates regularly as needed.
- Manages GVRTA social media.
- Coordinates marketing efforts for the GVRTA
- Is conversant in all aspects of GVRTA activities, challenges, and successes.
- Is an advocate for GVRTA programs throughout the community.
- Assists Executive Director as requested with:
    - Procurement of GVRTA assets for bus stop improvements
    - Participating in meetings with third parties
    - E-Newsletter preparations
    - Ongoing research
    - Other duties as requested
- Attends workshops, CASTA conferences, and community meetings as requested.

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides offices space, telephones, computers, office equipment, and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

Scope of Work and Desired Qualifications
– GVRTA Bus Operations Manager –

SUMMARY:

This contractor reports to the Executive Director and provides a variety of technical expertise and professional assistance in overseeing GVRTA Commuter Bus and Senior Transportation contractors' day-to-day operations and planning for GVRTA future services and presents technical transit information to the Executive Director and Board of Directors to assist in policy and plan development for the transportation systems.

SCOPE OF WORK:

Responsible for oversight of contractors/vendors providing day-to-day operations for GVRTA commuter bus services and senior transportation services, including:

- Monitoring vendor compliance with contract provisions
- Generally overseeing all day-to-day aspects of contracted commuter bus and senior transportation services
- Monitoring Swiftly GPS tracking and ensuring correct bus assignments
- Communicating with vendor's supervisors and correcting errors in bus assignments in the Swiftly dashboard during weather, traffic, mechanical, and other abnormal events
- Monitoring service alerts
- Investigating and responding to customer complaints
- Responding to lost and found requests and other customer input
- Assisting in the provision of accurate information relative to GVRTA services to the general public
- Responding to requests for information
    - Assisting the inquirers when possible
    - Referring to Executive Director, contractor, or other appropriate party
- Inspecting GVRTA-owned housing units between tenants, inspecting vacant units monthly, and inspecting all units annually
- Working with vendors to ensure GVRTA facilities, housing units and bus stops are properly maintained
- Performing minor maintenance on GVRTA assets and facilities (not including vehicles)
- Working with vendors to generate required reports
- Observes and participates in GVRTA Board of Directors meetings
- Observes and participates in other local jurisdictional meetings as requested
- Attends workshops, CASTA conferences, and other meetings as requested to increase current knowledge on planning or transit theories and trends

Assists the Executive Director in the following areas:

- Month-to-month budget tracking of bus operations and capital expenses

- Reviewing contractor/vendor invoices
- Reviewing and creating monthly reports
- Management and oversight of contractors providing maintenance services to GVRTA properties, vehicles, and facilities
- Recommending improvements to commuter bus and senior transportation operations
- Maintaining an accurate inventory of commuter bus and senior transportation ridership, on-time statistics, trip completion percentages, complaints, vehicles, capital inventories, etc.
- Managing GVRTA capital projects including construction projects
- Soliciting quotes and bids from contractors for maintenance of GVRTA facilities
- Procurement of GVRTA assets and services
- Preparing of presentations, agendas, and meeting materials
- Completing special tasks, projects and other duties as requested

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides offices space, telephones, computers, office equipment, and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

Scope of Work – GVRTA Air Service Manager

SUMMARY:

This contractor reports to the Executive Director and attends all GVRTA Board meetings and Air Command meetings. Assists the Executive director in air service activities of the GVRTA as needed.

SCOPE OF WORK:

Assists the Executive Director and the Air Command Committee in developing an overall air service strategy and program for all seasons by:

- Attending GVRTA and Air Command meetings either in person or electronically.
- Reviewing the current research available and make recommendations for research opportunities.
- Assisting the GVRTA in airline selection, hub city and type of aircraft to meet the projected demand of the service period.
- Negotiating minimum revenue guarantee or other types of service contracts with the airlines and public charter operators.
- Help with GVRTA with our Air Service Goals including:
    - Growing the air service program slowly and carefully by continuing to add service to existing markets based upon their ability to perform.
    - Potentially running a small (once or twice weekly) Chicago program on United in winter 2024-25 or 2025-26 while defining the costs as well as the potential impacts to the Denver service before making that decision.
    - Improving service for locals by continuing to try to increase the daily frequency and the length of the seasons that we fly to Denver, Houston and Dallas.
    - Prioritizing Dallas service on American in summer using the SCASD grant, and identifying the impacts to JSX more before making the decision to fund that program.
    - Keeping an eye on Austin for future air service options.
- Working with the Crested Butte Mountain Resort, Vail Resorts, Crested Butte Tourism Association, and the Gunnison/Crested Butte Regional Airport staff to improve local and visitor communications regarding air service, investigate and coordinate alliance opportunities with major corporations, business organization and airlines.
- Having ongoing and open lines of communications with airlines.
- Representing the GVRTA at air service trade shows at little or no cost to the GVRTA.
- Keeping the GVRTA updated on other community organizations' funding, air schedules, new markets and airlines' merger and aircraft options.
- Working with the airlines to design and/or adjust schedules to optimize connectivity to/from GUC's key flow markets with the optimum fleet mix for operational success.
- Improving flight reliability as measured by completion % and on-time performance (OTP).
- Creating advanced load factor reports each week by month for programs serving GUC.

- Creating Origination and Destination reports for each of the GVRTA's contracted flights.
- Creating periodic monthly fare comparison with mountain resort airports in the western US.
- Respond to related media and customer service inquiries as appropriate.
- Providing additional air related reports and analysis as requested.
- Assisting the GVRTA Executive Director with other tasks as requested.

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides offices space, telephones, computers, office equipment, software subscriptions and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

AGREEMENT

THIS AGREEMENT (this Agreement) made effective January 1, 2025 is by and between the Gunnison Valley Transportation Authority (GVRTA), Gunnison, Colorado, and Social Firekeeper, LLC a Colorado Limited Liability Company (SOCIAL FIREKEEPER).

RECITALS

SOCIAL FIREKEEPER provides the services of Leia Morrison (the Services); The GVRTA desires to engage SOCIAL FIREKEEPER to provide the Services according to this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

TERM.

The term of this Agreement shall commence on the date first set forth above and shall terminate on December 31, 2026, unless sooner terminated as provided herein.

SCOPE OF SERVICES.

SOCIAL FIREKEEPER shall provide to the GVRTA the services of Morrison for the purposes of performing the duties of Marketing and Communications Manager for the GVRTA as described in the attached Position Description (Exhibit A). Morrison shall perform the duties of Marketing and Communications Manager for the GVRTA solely as directed by the Executive Director of the GVRTA. SOCIAL FIREKEEPER shall also provide office space, telephones, computers, office equipment, and internet access for Morrison's use. All of the above shall be referred to as "services".

COMPENSATION.

(a) Morrison is not, and shall not be construed to be, an employee of GVRTA; at all times while Morrison provides services to GVRTA, she is and shall be an employee of SOCIAL FIREKEEPER.

(b) Neither SOCIAL FIREKEEPER nor Morrison shall be considered to be employees of GVRTA and shall at all times be independent contractors.

(c) In exchange for these Services, the GVRTA shall pay SOCIAL FIREKEEPER $3,700.00 monthly during the first twelve months of the contract period and $3,850.00 during the second twelve months of the contract period (the

Compensation); SOCIAL FIREKEEPER shall invoice the GVRTA for the Compensation by the fifth of each month during the term of the Agreement and Compensation shall be paid on or before the twenty-fifth day of each month.

(d) The Compensation set forth in (c) above, is intended to fully compensate SOCIAL FIREKEEPER for all of the services including all compensation for Morrison, and all other charges, expenses, overhead, payroll costs, and employee benefits, except as specifically set forth herein.

(e) The GVRTA shall reimburse SOCIAL FIREKEEPER for any travel expenses incurred by Morrison required for her performance as Marketing and Communications Manager with the exception of vehicle expenses within Gunnison County, which shall be the expense of SOCIAL FIREKEEPER.

(f) SOCIAL FIREKEEPER will determine and be responsible to pay compensation for Morrison, including any salary, vacation time, health insurance, retirement benefits, workmen's compensation, and other benefits that SOCIAL FIREKEEPER may determine to be appropriate, and pay Morrison accordingly.

INDEMNIFICATION.

(a) SOCIAL FIREKEEPER agrees to indemnify, defend and hold harmless the Gunnison Valley Transportation Authority, Gunnison, Colorado, its partners, officers, directors, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorneys' fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of SOCIAL FIREKEEPER or her employees or sub-consultants.

(b) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

TERM, RENEWAL, AND TERMINATION.

This Agreement shall run for a period of twenty-four months starting January 1, 2025 and ending December 31, 2026. This Agreement may be renewed annually in one-year increments if no action is taken by either party. The second year of this Agreement and any renewal of this Agreement is subject to annual budget appropriation by the GVRTA. Either party shall have the right to terminate this Agreement at any time, with or without cause, upon forty-five (45) days prior written notice to the other.

ILLEGAL ALIEN ADDENDUM.

The Illegal Alien Addendum, attached hereto as Exhibit B, is incorporated herein by this reference. SOCIAL FIREKEEPER is the Contractor and GVRTA is the Owner for purposes of the Illegal Alien Addendum.

INSURANCE.

SOCIAL FIREKEEPER agrees that at all times during the term of this agreement, SOCIAL FIREKEEPER shall cause Morrison to carry and maintain in full force and effect and at Morrison's sole cost and expense, comprehensive automobile liability insurance on all vehicles used in the performance of this agreement in the amount of $100,000.00 per person and $300,000.00 per occurrence for bodily injury and property damage.

NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

If to SOCIAL FIREKEEPER:
SOCIAL FIREKEEPER, LLC
c/o Leia Morrison
602 N. Boulevard St.
Gunnison, Colorado, 81230

If to GVRTA:
Scott Truex
Gunnison Valley Transportation Authority
P.O. Box 1911
Crested Butte, CO 81224

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

ENTIRE AGREEMENT.

This written Agreement contains the entire understanding of the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder. This Agreement shall not be modified or amended in any manner except by written instrument executed by the parties.

APPLICABLE LAW.

This Agreement is entered into at Gunnison County, Colorado, and it is agreed that the proper jurisdiction and venue of any action pertaining to the interpretation of enforcement of this Agreement shall be in the District Court of Gunnison County, Colorado.

INVALIDITY OR INAPPLICABILITY.

If any term, provision or paragraph of this Agreement, or the application thereof, be invalid or unenforceable, the remainder of the Agreement or the application of such terms, provisions and paragraphs other than that which is held to be invalid or unenforceable, shall not be effected thereby and each of the remaining terms, provisions and paragraphs of the Agreement shall be valid and enforceable to the extent permitted by law.

BINDING AGREEMENT.

This Agreement and the terms, covenants and conditions herein contained shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto upon approval of the parties, representatively.

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

SOCIAL FIREKEEPER, LLC

_____ By:_____
Date Leia Morrison
Managing Member

GUNNISON VALLEY
TRANSPORTATION
AUTHORITY

_____ By:_____
Date Janet R. Farmer
Chair of the Board of Directors

Exhibit A: Scope of Work

– GVRTA Marketing and Communications Manager –

SUMMARY:

This contractor reports to the Executive Director and attends all GVRTA Board meetings and Air Command meetings. Assists the Executive director in administrative activities of the GVRTA as needed.

SCOPE OF WORK:

- Attends all GVRTA Board and Air Command meetings.
- Takes minutes of GVRTA Board meetings and notes on Air Command and other committee meetings.
- Creates and publishes meeting notices for all GVRTA public meetings.
- Sends invitations for GVRTA Board and committee meetings
- Sets up, manages and keeps recordings of GVRTA online Zoom meetings.
- Keeps backup copies of all GVRTA electronic data.
- Will choose and work with a web developer to create an updated GVRTA website during the first six months of this contract.
    - Website development will have a budget of $8,000 and will contain similar content to current website with an updated theme and better accessibility.
- Manages the GVRTA website and updates regularly as needed.
- Manages GVRTA social media.
- Coordinates marketing efforts for the GVRTA
- Is conversant in all aspects of GVRTA activities, challenges, and successes.
- Is an advocate for GVRTA programs throughout the community.
- Assists Executive Director as requested with:
    - Procurement of GVRTA assets for bus stop improvements
    - Participating in meetings with third parties
    - E-Newsletter preparations
    - Ongoing research
    - Other duties as requested
- Attends workshops, CASTA conferences, and community meetings as requested.

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides offices space, telephones, computers, office equipment, and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

Exhibit B: Illegal Alien Addendum

ILLEGAL ALIEN ADDENDUM REQUIRED IN ALL PUBLIC CONTRACTS FOR SERVICES BY C.R.S. §8-17.5-101, ET. SEQ.

a. By its signature on this Agreement, Contractor certifies that, as of the time of its signature, it does not knowingly employ or contract with an illegal alien and that, in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States, the Contractor has participated or attempted to participate in the E-Verify program ("E-Verify Program") created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the United States Department of Homeland Security, and the Social Security Administration or the Department Program (Department Program) established pursuant to §8-17.5-102(5)(c), C.R.S.

b. Contractor agrees that it shall not knowingly employ or contract with an illegal alien to perform work under this Agreement; and that it shall not enter into a contract with a subcontractor that fails to certify to the contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

c. Contractor has confirmed or attempted to confirm through participation in the E-Verify or Department Program the employment eligibility of all employees who are newly hired for employment in the United States.

d. Contractor shall not use E-Verify or Department Program procedures to undertake preemployment screening of job applicants while work under this Agreement is being performed.

e. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, the Contractor shall: (1) notify the subcontractor and the Owner within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and (2) terminate the subcontract with the subcontractor if, within three days of receiving the notice required herein, the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

f. The Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Section 8-17.5-101(5).

g. If Contractor violates a provision of this Illegal Alien Addendum, the Owner may terminate this Agreement for breach of contract. If the Agreement is so terminated, the Contractor shall be liable for actual and consequential damages to the Owner. Contractor understands that, in the event of such a termination, Owner is required to notify the office of the Colorado Secretary of State.

AGREEMENT

THIS AGREEMENT (this Agreement) made effective January 1, 2025 is by and between the Gunnison Valley Transportation Authority (GVRTA), Gunnison, Colorado, and Tomcich Travel Consulting, LLC a Colorado Limited Liability Company (TOMCICH TRAVEL).

RECITALS

TOMCICH TRAVEL provides the services of Bill Tomcich (the Services); The GVRTA desires to engage TOMCICH TRAVEL to provide the Services according to this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

TERM.

The term of this Agreement shall commence on the date first set forth above and shall terminate on December 31, 2026, unless sooner terminated as provided herein.

SCOPE OF SERVICES.

TOMCICH TRAVEL shall provide to the GVRTA the services of Tomcich for the purposes of performing the duties of Air Services Manager for the GVRTA as described in the attached Position Description (Exhibit A). Tomcich shall perform the duties of Air Services Manager for the GVRTA solely as directed by the Executive Director of the GVRTA. TOMCICH TRAVEL shall also provide office space, telephones, computers, office equipment, and internet access for Tomcich's use. All of the above shall be referred to as "services".

COMPENSATION.

(a) Tomcich is not, and shall not be construed to be, an employee of GVRTA; at all times while Tomcich provides services to GVRTA, he is and shall be an employee of TOMCICH TRAVEL.

(b) Neither TOMCICH TRAVEL nor Tomcich shall be considered to be employees of GVRTA and shall at all times be independent contractors.

(c) In exchange for these Services, the GVRTA shall pay TOMCICH TRAVEL $8,400.00 monthly during the first twelve months of the contract period and $8,800.00 during the second twelve months of the contract period (the

Compensation); TOMCICH TRAVEL shall invoice the GVRTA for the Compensation by the fifth of each month during the term of the Agreement and Compensation shall be paid on or before the twenty-fifth day of each month.

(d) The Compensation set forth in (c) above, is intended to fully compensate TOMCICH TRAVEL for all of the services including all compensation for Tomcich, and all other charges, expenses, overhead, payroll costs, and employee benefits, except as specifically set forth herein.

(e) The GVRTA shall reimburse TOMCICH TRAVEL for any travel expenses incurred by Tomcich required for his performance as Air Services Manager for the GVRTA.

(f) TOMCICH TRAVEL will determine and be responsible to pay compensation for Tomcich, including any salary, vacation time, health insurance, retirement benefits, workmen's compensation, and other benefits that TOMCICH TRAVEL may determine to be appropriate, and pay Tomcich accordingly.

INDEMNIFICATION.

(a) TOMCICH TRAVEL agrees to indemnify, defend and hold harmless the Gunnison Valley Transportation Authority, Gunnison, Colorado, its partners, officers, directors, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorneys' fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of TOMCICH TRAVEL or his employees or sub-consultants.

(b) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

TERM, RENEWAL, AND TERMINATION.

This Agreement shall run for a period of twenty-four months starting January 1, 2025 and ending December 31, 2026. This Agreement may be renewed annually in one-year increments if no action is taken by either party. The second year of this Agreement and any renewal of this Agreement is subject to annual budget appropriation by the GVRTA. Either party shall have the right to terminate this Agreement at any time, with or without cause, upon forty-five (45) days prior written notice to the other.

ILLEGAL ALIEN ADDENDUM.

The Illegal Alien Addendum, attached hereto as Exhibit B, is incorporated herein by this reference. TOMCICH TRAVEL is the Contractor and GVRTA is the Owner for purposes of the Illegal Alien Addendum.

INSURANCE.

TOMCICH TRAVEL agrees that at all times during the term of this agreement, TOMCICH TRAVEL shall cause Tomcich to carry and maintain in full force and effect and at Tomcich's sole cost and expense, comprehensive automobile liability insurance on all vehicles used in the performance of this agreement in the amount of $100,000.00 per person and $300,000.00 per occurrence for bodily injury and property damage.

NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

If to TOMCICH TRAVEL:
TOMCICH TRAVEL CONSULTING, LLC
c/o Bill Tomcich
108 Castle View Drive
Basalt, CO 81621

If to GVRTA:
Scott Truex
Gunnison Valley Transportation Authority
P.O. Box 1911
Crested Butte, CO 81224

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

ENTIRE AGREEMENT.

This written Agreement contains the entire understanding of the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder. This Agreement shall not be modified or amended in any manner except by written instrument executed by the parties.

APPLICABLE LAW.

This Agreement is entered into at Gunnison County, Colorado, and it is agreed that the proper jurisdiction and venue of any action pertaining to the interpretation of enforcement of this Agreement shall be in the District Court of Gunnison County, Colorado.

INVALIDITY OR INAPPLICABILITY.

If any term, provision or paragraph of this Agreement, or the application thereof, be invalid or unenforceable, the remainder of the Agreement or the application of such terms, provisions and paragraphs other than that which is held to be invalid or unenforceable, shall not be effected thereby and each of the remaining terms, provisions and paragraphs of the Agreement shall be valid and enforceable to the extent permitted by law.

BINDING AGREEMENT.

This Agreement and the terms, covenants and conditions herein contained shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto upon approval of the parties, representatively.

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

TOMCICH TRAVEL, LLC

_____ By:_____
Date Bill Tomcich
Managing Member

GUNNISON VALLEY
TRANSPORTATION
AUTHORITY

_____ By:_____
Date Janet R. Farmer
Chair of the Board of Directors

Exhibit A: Scope of Work – GVRTA Air Service Manager

SUMMARY:

This contractor reports to the Executive Director and attends all GVRTA Board meetings and Air Command meetings. Assists the Executive director in air service activities of the GVRTA as needed.

SCOPE OF WORK:

Assists the Executive Director and the Air Command Committee in developing an overall air service strategy and program for all seasons by:

- Attending GVRTA and Air Command meetings either in person or electronically.
- Reviewing the current research available and make recommendations for research opportunities.
- Assisting the GVRTA in airline selection, hub city and type of aircraft to meet the projected demand of the service period.
- Negotiating minimum revenue guarantee or other types of service contracts with the airlines and public charter operators.
- Help with GVRTA with our Air Service Goals including:
    - Growing the air service program slowly and carefully by continuing to add service to existing markets based upon their ability to perform.
    - Potentially running a small (once or twice weekly) Chicago program on United in winter 2024-25 or 2025-26 while defining the costs as well as the potential impacts to the Denver service before making that decision.
    - Improving service for locals by continuing to try to increase the daily frequency and the length of the seasons that we fly to Denver, Houston and Dallas.
    - Prioritizing Dallas service on American in summer using the SCASD grant, and identifying the impacts to JSX more before making the decision to fund that program.
    - Keeping an eye on Austin for future air service options.
- Working with the Crested Butte Mountain Resort, Vail Resorts, Crested Butte Tourism Association, and the Gunnison/Crested Butte Regional Airport staff to improve local and visitor communications regarding air service, investigate and coordinate alliance opportunities with major corporations, business organization and airlines.
- Having ongoing and open lines of communications with airlines.
- Representing the GVRTA at air service trade shows at little or no cost to the GVRTA.
- Keeping the GVRTA updated on other community organizations' funding, air

schedules, new markets and airlines' merger and aircraft options.

- Working with the airlines to design and/or adjust schedules to optimize connectivity to/from GUC's key flow markets with the optimum fleet mix for operational success.
- Improving flight reliability as measured by completion % and on-time performance (OTP).
- Creating advanced load factor reports each week by month for programs serving GUC.
- Creating Origination and Destination reports for each of the GVRTA's contracted flights.
- Creating periodic monthly fare comparison with mountain resort airports in the western US.
- Respond to related media and customer service inquiries as appropriate.
- Providing additional air related reports and analysis as requested.
- Assisting the GVRTA Executive Director with other tasks as requested.

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides offices space, telephones, computers, office equipment, software subscriptions and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

Exhibit B: Illegal Alien Addendum

ILLEGAL ALIEN ADDENDUM REQUIRED IN ALL PUBLIC CONTRACTS FOR SERVICES BY C.R.S. §8-17.5-101, ET. SEQ.

a. By its signature on this Agreement, Contractor certifies that, as of the time of its signature, it does not knowingly employ or contract with an illegal alien and that, in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States, the Contractor has participated or attempted to participate in the E-Verify program ("E-Verify Program") created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the United States Department of Homeland Security, and the Social Security Administration or the Department Program (Department Program) established pursuant to §8-17.5-102(5)(c), C.R.S.

b. Contractor agrees that it shall not knowingly employ or contract with an illegal alien to perform work under this Agreement; and that it shall not enter into a contract with a subcontractor that fails to certify to the contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

c. Contractor has confirmed or attempted to confirm through participation in the E-Verify or Department Program the employment eligibility of all employees who are newly hired for employment in the United States.

d. Contractor shall not use E-Verify or Department Program procedures to undertake preemployment screening of job applicants while work under this Agreement is being performed.

e. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, the Contractor shall: (1) notify the subcontractor and the Owner within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and (2) terminate the subcontract with the subcontractor if, within three days of receiving the notice required herein, the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

f. The Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Section 8-17.5-101(5).

g. If Contractor violates a provision of this Illegal Alien Addendum, the Owner may terminate this Agreement for breach of contract. If the Agreement is so terminated, the Contractor shall be liable for actual and consequential damages to the Owner. Contractor understands that, in the event of such a termination, Owner is required to notify the office of the Colorado Secretary of State.

FEHR PEERS

August 6, 2024

Scott Truex
Gunnison Valley Regional Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Subject: Proposal to develop performance metrics for the GVRTA

Dear Scott,

Thank you for the opportunity to assist you with developing performance metrics so that you can better gauge the performance of your system, hold your contracted service operator accountable to these metrics, and communicate your performance with board members and the general public. We understand that the RTA seeks to establish baseline performance metrics for transit system trends, and report performance on a recurring basis. Our scope and fee to complete this work is described in the sections below.

Why Us?

Throughout the growth and development of our Denver and Salt Lake City offices over the years, Fehr & Peers has been committed to providing creative transportation planning solutions for mountain resort communities. The combination of widely varying seasonal visitor pressure, affordable housing deficits and long-distance commuter transportation needs, and parking limitations create the need for robust transit systems that combine local, regional, and commuter services operating across jurisdictional boundaries. Fehr & Peers has supported transit and transportation planning efforts throughout the Rocky Mountain West in mountain communities such as Aspen, Park City, Jackson, Telluride, Alta, Durango, Moab, Eagle County, Glenwood Springs, Vail, and Steamboat Springs. Specifically, we have most recently supported the performance monitoring efforts of these communities in the following ways:

- Helping Park City Transit (Utah) develop performance measures dovetailed with a robust citywide transportation demand management program.
- Developing the performance measures for the Big Sky Transportation District (Montana) as part of their Five-Year Strategic Plan.
- Building out the monitoring framework for the Summit Stage Short Range Transit Plan (Colorado).
- Developing short and long-term performance measures for the launch of the Moab Area Transit service (Utah).

Through each of these efforts, we have also familiarized ourselves with the performance monitoring approaches used by transit agencies in the mountain resort serve, allowing us to offer an informed and well-rounded approach to supporting transit success in the Gunnison Valley.

Proposed Scope of Work

Developing metrics for understanding transportation trends and transit performance are dependent on the availability of reliable data. We understand the desire to have clear, concise, and understandable metrics for GVRTA staff, the contracted operator, GVRTA board members, and the general public. This scope of work focuses on the evaluation of available data, identification of critical gaps in available data, and development of a performance monitoring framework.

Task 1: Evaluate Available Data

Largely centered on the data we have already incorporated into the Demographic Review for the GVRTA Operating and Capital Plan, as well as any remaining data made available through GVRTA's standard monthly reports, Fehr & Peers will work with GVRTA staff to organize the full repository of available data related to transportation trends of the transit system. This will also include identifying data that may not be available but can be critical to understanding performance.

Task 2: Develop Performance Metrics and Monitoring Framework

In collaboration with GVRTA staff, we will identify preferred performance metrics for transit system monitoring. Performance metrics that we would recommend developing would likely center on the topics of customer satisfaction, service effectiveness and efficiency, safety, and maintaining a state of good repair. Initially speaking, the following measures may prove especially relevant to the GVRTA:

- Frequency of delays for breakdowns/emergencies; vehicle uptime
- Ontime performance
- Passenger trips per revenue hour
- Operating expenses per passenger trip
- Preventable accidents per 100,000 miles
- Number of system failures
- Revenue miles between road calls
- Accessibility of trains/buses to persons with disabilities and mobility challenges
- Verifiable complaints per 10,000 boardings

Draft performance metrics, and the data that underpins them, will be summarized in a draft PowerPoint, which we will submit for your review. We will respond to one round of consolidated comments before submitting our final Task 2 deliverable.

Task 3: Evaluation

With an accepted set of performance metrics in hand, we will evaluate the performance of the GVRTA system for an agreed upon period (for example, calendar year 2023 or the first six months of 2024). If preferred performance metrics identified in Task 2 require additional but unavailable data, those performance metrics will be identified as under development for future iterations of this work. The results of the performance evaluation will be presented to GVRTA staff in a draft report that presents the evaluation results in a clear, concise, and intuitive manner, and we will respond to up to two rounds of consolidated comments before finalizing the performance monitoring report.

Optional Task: Develop Performance Dashboard

If requested by staff or board members of GVRTA, Fehr & Peers will develop a web-based dashboard to report on performance. This would allow for more dynamic reporting of program performance that is made accessible either to RTA staff or the general public. The fee for developing the performance dashboard may range depending on your needs, so an estimate is not provided at this time. No work on this task will proceed without your written approval to do so.

Fee

To accomplish this scope of work, we propose a time and materials cost, not to exceed $9,994. This would fall under the terms of our existing contract dated January 12, 2024. We will begin work immediately after we have received the written authorization to proceed. The detailed cost is presented below:

Task	Description	*Principle-In-Charge*	*Project Manager*	*Project Planner/Engineer*	*Graphics*	*Clerical / Admin.*	Total Hours by Task	TOTAL COST BY TASK
1	*Evaluate Available Data*	1	2	2			5	$ 960
2	*Develop Performance Metrics and Monitoring Framework*	2	6	12			20	$ 3,550
3	*Evaluation*	2	8	16	2	2	30	$ 5,100
Total Hours		5	16	30	2	2	55	
Rate		$290	$175	$160	$140	$140		
Labor Costs		$1,450	$2,800	$4,800	$280	$280		$9,610
Technology and Security Expenses								$384
Total Fee								**$9,994**

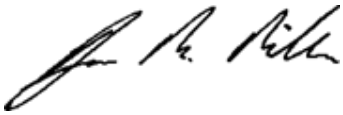
Please note that Fehr & Peers billing rates have changed as of 07/01/2024, which is why you may see different rates than on the original GVRTA Operating and Capital Plan detailed fee.

Agreement

If you agree to this scope and fee for the additional task, please provide your signature below. Thank you again for the opportunity to support you in this effort.

Sincerely,

FEHR & PEERS



Jason M. Miller
Principal

ACCEPTED FOR GVRTA BY:

_____

Signature

_____

Name, Date

Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

November 15, 2024 at 8:00 a.m.
In the Crested Butte Council Chambers located in the Crested Butte Town Offices, 507 Maroon Avenue in Crested Butte.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.com/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.

AGENDA – NOVEMBER 15, 2024
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 8:00 A.M.

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA
C. APPROVAL OF SEPTEMBER 20, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – John Norton
5) Bus service update – Scott Truex and Kim Bolling
6) Gunnison Enhanced Bus Stop and GVRTA Offices – update – Scott Truex
7) Air service update – Bill Tomcich

8:40 G. PUBLIC COMMENT PERIOD

8:45 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:50 I. NEW BUSINESS
1) Elect new Board Chair to fill position until January, 2025 **– motion & decision requested**
2) Draft bus operating and capital plan – Mikhail Kaminer – Fehr and Peers – presentation and discussion.
3) Bustang Outrider 2nd daily CB to Denver Bus – request for subsidy – Scott Truex – **motion and decision requested**
4) Adoption of GVRTA Revised 2024 Budget – Scott Truex – **motion and decision requested**
5) Adoption of GVRTA 2025 Budget – Scott Truex – **motion and decision requested**
6) Adoption of GVRTA 2025-2029 Five-year financial plan – Scott Truex – **motion and decision requested**
7) Approval of 2025 GVRTA Board of Directors Meeting dates – Scott Truex – **motion and decision requested**

8) Award of contract to provide Bus Operations Management services – Scott Truex – discussion and **motion and decision requested**
9) Approval of contract with Gunnison County and Gunnison Valley Health to provide senior transportation in 2025 – Scott Truex – **motion and decision requested**
10) Approval of contract with Gunnison County and Mountain Express to provide senior transportation in 2025 – Scott Truex – **motion and decision requested**
11) Appoint new Air Command Committee Chair – Scott Truex – **motion and decision requested**
12) Draft RFP for transit operator and maintenance services provider – Scott Truex – discussion

10:05 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.

Next meeting – Joint Work Session – Gunnison City Council – November 19, 2024 at 5:30 p.m. in the Gunnison City Council Chambers

Next Board Meeting December 6, 2024 at 8:00 a.m. in the Gunnison County Courthouse

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

September 20, 2024

Commissioners Room - Gunnison County Courthouse

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:05 am

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Diego Plata, Steve Morris, Ian Billick (ZOOM)

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, Dean Herrara, Kim Bolling, Danny Bartelli and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE AUGUST 9TH, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Historical air service goals and results / History of airports served and costs

3) Bus program reports

Diego Plata ***moved to approve the consent agenda with an adjustment to the meeting agenda, which included moving all of the items requiring motions to the beginning of the meeting.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS CONTINUED

8)Gunnison Enhanced Bus Stop and GVRTA Offices – update – Scott Truex

a. Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add concept designs for the enhanced bus stop/GVRTA offices project at 301 W. Tomichi to the agreement – Scott Truex – discussion and possible motion & decision requested

Laura Puckett Daniels ***moved to authorize the board chair to sign the amendment to the Scope of Services as presented.*** Liz Smith seconded the motion, which passed unanimously.

b. Set joint work session with Gunnison City Council – November 19th at 5:30 pm – Scott Truex

Laura Puckett Daniels ***moved to set a joint work session with the Gunnison City Council on November 19th at 5:30 p.m. to discuss the enhance bus stop to be located at 301 W. Tomichi Avenue.*** Liz Smith seconded the motion. The motion passed unanimously.

9)GVRTA revision of comments on Starview/Avalon/Wildflower amended sketch plan – Scott Truex – discussion and motion & decision requested

Liz Smith and Laura Puckett Daniels recused themselves.

Scott Truex outlined the comments which included requesting bus pullouts along Cement Creek Road and the construction of a roundabout before C.O.s are issued and a request that the county consider transportation impact fees for any future larger subdivisions.

Diego Plata ***moved to authorize the Executive Director to sign the comments as presented and send them to the County Planning office.*** Steve Morris seconded the motion, which passed unanimously.

I. New Business

4) Purchase of new buses – Scott Truex

Scott Truex outlined the memo in the packet which included the purchase of five buses, including one with local dollars and four with grant funding. Laura Puckett Daniels suggested a more robust conversation around capital planning and the board agreed. After further discussion, Steve Morris ***moved to authorize the executive director to enter into purchase contracts with MCI/NewFlyer through the State of Washington cooperative purchasing agreement to purchase one coach with local funding and four coaches with grant funding.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

5)Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service

Bill Tomcich outlined a plan to have daily service between Houston and Gunnison from December 19th until February 7th and then reduce to six days per week after then by excluding Tuesdays. After discussion, Laura Puckett Daniels ***moved to authorize the Board Chair to enter into a contractwith United Airlines for service between Gunnison and Houston to include 89 roundtrips during the winter with an MRG cap of not more than $464,228.*** Liz Smith Plata seconded the motion, which passed unanimously.

6)United Chicago service option

Bill Tomcich precented the idea to United and they agreed to have seven round trips that will complement our existing service and has great connectivity. The flight program would consist of a Saturday afternoons flight inbound returning on Sunday mornings. Sunday morning aligns with the peak directional demand out of Gunnison. The proposed cap was $117,978 and after discussion, Liz Smith ***moved to authorize the Board Chair to enter into a contract with United Airlines for service between Gunnison and Chicago to include 7 round trips***

during the winter with an MRG cap of not more than $117,978. Diego Plata seconded the motion, which passed unanimously.

7)Approval of the new GVRTA Organizational Chart
Scott Truex went over the proposed org chart.
Laura brought up a question about contractual obligation and wanted a clarification of full time vs. part time contractors and that she noted that struggled with the contractor vs employee definitions. After clarifications and further discussion, ***Diego Plata moved to approve the new GVRTA organizational chart.*** Liz Smith seconded the motion, which passed unanimously.

8)Approval of scope of work for Communications & Marketing Manager
After discussion, Steve Morris ***moved to approve the scope of work for the Communications & Marketing Manager***. Laura Puckett Daniels seconded the motion, which passed unanimously.

9)Approval of scope of work for Bus Operations Manager
The board discussed how this role would impact Scott's role and capacity and also discussed the historical the growth of the organization and bus schedules. After further discussion, Liz Smith ***moved to approve the scope of work for the Bus Operations Manager.*** Diego seconded the motion, which passed unanimously.

10)Approval of scope of work for Air Service Manager
There was discussion regarding the air service goals in the scope and after further discussion, Steve Morris ***moved to approve the scope of work for the Air Service Manager.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

11)Contract for the services of Leia Morrison to provide Marketing and Communication Management services during 2025 and 2026.
After discussion, Diego Plata ***moved to authorize the Board Chair to sign the contract with SocialFirekeeper for the services of Leia Morrison to act as the GVRTA's Marketing and Communications Manager for 2025 and 2026 as presented.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

12)Contract for the services of Bill Tomcich to provide Air Service Management services in 2025 and 2026
After discussion, Diego Plata ***moved to authorize the Board Chair to sign the contract with Tomcich Travel Consulting for the services of Bill Tomcich to act as the GVRTA's Air Service Manager for 2025 and 2026.*** Steve Morris seconded the motion, which passed unanimously.

13)Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add commuter bus service performance metrics to the agreement

Discussion on benchmarks and using this data ensued and after discussion, it was decided not to pursue this amendment. Scott Truex and Landon Ogilvie will work together to come up with some metrics that make sense for our system.

F. OLD BUSINESS - Continued

4) Airport update – Rick Lamport

Rick Lamport reported that the airport intern started last week and that he will go through an airport management program. He is a Western student. Our airport received an award from the American Institute of Architects. Rick reported that we did receive increased FAA funding this year. Rick also added that the Chicago market is always in the top seven of our top markets.

5) Tourism and Prosperity Partnership report – Scott Truex reported that TAPP is very happy with the local marketing efforts to promote fall and that winter marketing has begun.

6) Bus service update – Scott Truex reported on the success of two of the three grants that we have applied for and that we are still waiting to hear the results from a third application. He noted that August ridership was up over the previous yar. Danny Bartellli discussed some of the mechanical and parts issues we are having.

7) Bus operating and capital planning project update – Fehr & Peers will provide a draft of the final plan at the next meeting and a final draft will be available for adoption at the December meeting.

9) CB South bus stop paving project – Scott Truex reported that the estimate came in approximately $18,000 more than expected and that Janet Farmer had agreed to increase our contribution by $5,000 to $120,000.

10) Air service update

Bill Tomcich reported that in August we had a 100% completion factor with load factor of 82.1% overall (over 10 points higher than last August). Labor Day weekend fell into August so that effected numbers in 2024. In terms of future bookings, September is pacing a fraction ahead of last year. October and November are pacing ahead. Overall winter is pacing 28% ahead. Colorado Governor's Tourism conference is taking place in Mt. Crested Butte next week and Laura Jackson (DIA) will be a keynote speaker.

G. PUBLIC COMMENT PERIOD

No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

No comments.

I. NEW BUSINESS - continued

2) GVRTA Draft 2025 Budget and Budget Assumptions – The Board reviewed the budget and assumptions and did not request any changes. Scott Truex noted that he will update this budget with new information for adoption at the November meeting. This

budget does include three buses being purchased in 2025 but this may not happen until 2026. He noted that the new bus operations manager position is in the budget as well as in the 2024 financial projections and he is hoping to bring a contract to the next board meeting to have someone fulfill the position before the beginning of the ski season. The 2025 Budget will be updated with any new information and presented for adoption at the next meeting.

3) 2025 – 2029 Draft GVRTA Five-year Financial Plan – The Board reviewed the plan and did not request any changes. There was discussion regarding the increase of service which is expected to be in the operating plan, which is not shown in this plan and Scott Truex explained that increased service is possible if future revenues increase enough to allow it. The five year financial plan will be updated with any new information and presented for adoption at the next meeting.

1) GVRTA history of successes and challenges over the years – Scott Truex presented a PowerPoint presentation and recognized Janet Farmer's contributions over her years with the GVRTA.

The meeting adjourned at 10:21am.

September, 2024 - Financial Report:

This report was prepared for the GVRTA Board of Directors on September 10, 2024 with information provided by the County Finance Department and shows posted revenues through August, 2024 and expenditures through September, 2024.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

(Future months are projected flat to 2023 levels)

Month	2021	2022	2023	Budget 2024	Actual 2024	% vs Budget	% Change 23-24	Projected 2024
Jan	$ 365,491	$ 445,739	$ 471,041	$ 471,000	**$ 471,261.32**	0.1%	0.0%	$ 471,261
Feb	$ 392,187	$ 464,948	$ 484,914	$ 485,000	**$ 503,628.53**	3.8%	3.9%	$ 503,629
Mar	$ 460,733	$ 559,798	$ 537,816	$ 538,000	**$ 518,936.20**	-3.5%	-3.5%	$ 518,936
April	$ 310,227	$ 332,944	$ 296,774	$ 297,000	**$ 300,108.43**	1.0%	1.1%	$ 300,108
May	$ 347,074	$ 386,830	$ 371,561	$ 371,000	**$ 389,755.94**	5.1%	4.9%	$ 389,756
June	$ 539,591	$ 591,654	$ 544,420	$ 544,000	**$ 583,053.68**	7.2%	7.1%	$ 583,054
July	$ 635,020	$ 694,821	$ 753,805	$ 754,000	**$ 708,782.91**	-6.0%	-6.0%	$ 708,783
Aug	$ 555,011	$ 630,918	$ 631,167	$ 631,000	**$ 667,642.45**	5.8%	5.8%	$ 667,642
Sept	$ 546,497	$ 576,404	$ 598,134	$ 576,000				$ 598,134
Oct	$ 412,742	$ 431,654	$ 447,192	$ 432,000				$ 447,192
Nov	$ 359,587	$ 381,165	$ 387,207	$ 381,000				$ 387,207
Dec	$ 487,011	$ 515,927	$ 528,949	$ 516,000				$ 528,948
Year-to-date	**$ 3,605,334**	**$ 4,107,652**	**$ 4,091,498**	**$ 4,091,000**	**$ 4,143,169.46**	**1.3%**	**1.3%**	
Full Year	**$ 5,411,171**	**$ 6,012,802**	**$ 6,052,980**	**$ 5,996,000**		**1.8%**	**0.9%**	**$ 6,104,650**

Gunnison Valley Transportation Authority Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 4,143,169.46**	**$ 5,996,000**	**$ 108,650**	**$ 6,104,650**
(Future months are projected flat to 2023 levels)				
Sales Tax to General Fund	$ 4,143,169.46	$ 4,313,000	$ 408,650	$ 4,721,650
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ -	$ 433,000	$ -	$ 433,000
	$ 4,143,169.46	**$ 5,996,000**	**$ 108,650**	**$ 6,104,650**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,732,918	$ 1,924,030	$ (191,112)	$ 1,732,918
Revenues				
Sales Tax Revenues	$ 4,143,169.46	$ 4,313,000	$ 408,650	$ 4,721,650
Sales Tax - Clerk	$ 39,210.08	$ 36,000	$ 12,000	$ 48,000
Interest Charges	$ (467.16)	$ 2,700	$ (3,300)	$ (600)
Other Fines	$ (1,819.34)	$ 16,000	$ (18,300)	$ (2,300)
Rental Income	$ 79,156.49	$ 97,000	$ 8,000	$ 105,000
Earnings on Investments	$ 124,546.11	$ 60,000	$ 80,000	$ 140,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ 359,512.00	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 4,743,307.64**	**$ 4,884,212**	**$ 487,050**	**$ 5,371,262**
Expenditures:				
Postage	$ 9.50	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 573.71	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 8,022.34	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ 219.76	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ 345.72	$ 6,000	$ (2,000)	$ 4,000
Travel - Lodging	$ 1,003.59	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ 4,366.66	$ 8,000	$ 2,000	$ 10,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 77,628.27	$ 92,000	$ 8,000	$ 100,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 54,800.06	$ 67,000	$ 4,000	$ 71,000
Management Services - TMS	$ 73,008.00	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ 925.00	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ 15,666.20	$ 31,000	$ (3,000)	$ 28,000
County Treasurer's Fees	$ 44,169.70	$ 75,000	$ (12,000)	$ 63,000
Late Night Taxi Donation	$ 37,894.68	$ 38,000	$ (105)	$ 37,895
Advertising, Notices, & Website	$ 5,624.42	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships	$ 23,017.68	$ 23,000	$ 1,000	$ 24,000
Auditing	$ 12,590.00	$ 9,000	$ 3,590	$ 12,590
Insurance & Bonds	$ 20,287.40	$ 20,420	$ -	$ 20,420
Utilities	$ 3,820.35	$ 10,000	$ (4,000)	$ 6,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 9,915.03	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 73,008.00	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 72,870.23	$ 133,000	$ (30,000)	$ 103,000
5311 - O CNG Fuel	$ 261,360.44	$ 400,000	$ (25,000)	$ 375,000
5311 - O Repair & Maintenance - Vehicles	$ 401,841.01	$ 605,000	$ 65,000	$ 670,000
5311 - O Purchased Transportation Services	$ 2,188,414.56	$ 2,850,000	$ 250,000	$ 3,100,000
Total Expenditures	**$ 3,391,382.31**	**$ 4,650,528**	**$ 244,485**	**$ 4,895,013**
Ending General Fund Balance	**$ 3,084,843**	**$ 2,157,714**	**$ 51,453**	**$ 2,209,167**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 1,313,636	$ 1,176,663	$ 136,973	$ 1,313,636
Revenues:				
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	$ -	$ 500,000	$ -	$ 500,000
Expenditures:				
5339 - c Bus Purchase	$ -	$ -	$ -	$ -
SB 267 Storage Facility Construction	$ 110,043.12	$ -	$ 110,043	$ 110,043
Housing/Land Purchases	$ 812,622.96	$ -	$ 812,623	$ 812,623
Capital Improvements	$ 40,590.00	$ 125,000	$ 38,000	$ 163,000
Total Expenditures	$ 963,256.08	$ 125,000	$ 960,666	$ 1,085,666
Ending Fund Balance	$ 350,380	$ 1,551,663	$ (823,693)	$ 727,970
Report shows posted revenues through August and expenditures through September.				
Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.				

GVRTA Air Command Fund Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 2,200,398	$ 2,199,465	$ 933	$ 2,200,398
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant (300k budgeted to county)	$ -	$ -	$ -	$ -
Total Revenues	$ -	$ 750,000	$ (300,000)	$ 450,000
Expenditures:				
Airline Guarantees - Winter	$ 521,954.03	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 82,871.06	$ 102,000	$ (2,000)	$ 100,000
Payment to Airport for Airline Mechanic Subsidy	$ 48,000.00	$ 45,000	$ 3,000	$ 48,000
Airline Guarantees - Summer (50% paid by county grant)	$ -	$ 300,000	$ (300,000)	$ -
Total Expenditures	$ 652,825.09	$ 968,954	$ (299,000)	$ 669,954
Ending Fund Balance	$ 1,547,573	$ 1,980,511	$ (67)	$ 1,980,444
Report shows posted revenues through August and expenditures through September.				
Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.				

GVRTA Senior Transportation Fund Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	$ 437,390	$ 436,262	$ 1,128	$ 437,390
Revenues:				
Sales Tax Revenues	$ -	$ 433,000	$ -	$ 433,000
Total Revenues	$ -	$ 433,000	$ -	$ 433,000
Expenditures:				
Capital Expenses	$ 91,986.60	$ 120,000	$ (6,221)	$ 113,779
Contracted Services	$ 284,434.11	$ 400,000	$ -	$ 400,000
Total Expenditures	$ 376,420.71	$ 520,000	$ (6,221)	$ 513,779
Ending Fund Balance	$ 60,969	$ 349,262	$ 7,349	$ 356,611
Report shows posted revenues through August and expenditures through September.				
Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - September 2024	YTD Actual	2024 Adopted Budget	Revisions	2024 Projected
Beginning Fund Balance	**$ 5,684,342**	**$ 5,736,420**	**$ (52,078)**	**$ 5,684,342**
Revenues:	$ 4,743,308	$ 6,567,212	$ 187,050	$ 6,754,262
Expenditures:	$ 5,383,884	$ 6,264,482	$ 899,930	$ 7,164,412
Ending Fund Balance	**$ 5,043,765**	**$ 6,039,150**	**$ (764,958)**	**$ 5,274,192**
Report shows posted revenues through August and expenditures through September.				
Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.				

GVRTA Summary of all Funds Financial Report - September 2024 Fund Balances	2024 Actual Beginning Balance	YTD Current Balances	2024 Adopted Budget Ending Balance	Revisions	2024 Projected Ending Balance
Unrestricted General Fund Balance	$ 1,732,918	$ 3,084,843	$ 2,157,714	$ 51,453	$ 2,209,167
Capital Reserve Fund Balance	$ 1,313,636	$ 350,380	$ 1,551,663	$ (823,693)	$ 727,970
Air Command Fund Balance	$ 2,200,398	$ 1,547,573	$ 1,980,511	$ (67)	$ 1,980,444
Senior Transportation Fund Balance	$ 437,390	$ 60,969	$ 349,262	$ 7,349	$ 356,611
Total Fund Balance	**$ 5,684,342**	**$ 5,043,765**	**$ 6,039,150**	**$ (764,958)**	**$ 5,274,192**
Report shows posted revenues through August and expenditures through September.					
Report prepared by Scott Truex with information from the County Finance department on October 29, 2024.					

RTA Board of Directors Meeting, November 15, 2024

Air Program Report – Bill Tomcich

September Results:

- **United – Reliability and OTP:** 100% completion factor, 86.0% on-time.
- **United – Passenger Numbers:** 7,099 total passengers, up +5.6% over last Sept. 80.5% load factor.
- **JSX:** 18 total arrivals and departures, 799 total passengers, 74.0% load factor.
- **Total Passengers Combined:** 7,898 – a new September record for GUC.

October Results:

- **United – Reliability and OTP:** 100% completion factor, 95.2% on-time.
- **United – Passenger Numbers:** 6,233 total onboards, up + 72% over last Oct, and up +57% over the prior record Oct in 2021. 71.8% load factor.

Remaining Fall Bookings as of November 4: November is now pacing +40% ahead of last year on a doubling of capacity from one daily flight to two.

Winter Bookings as of November 4: Winter overall is now pacing +25% ahead of last year on an overall capacity increase of +23.5%. To summarize future pacing by month:

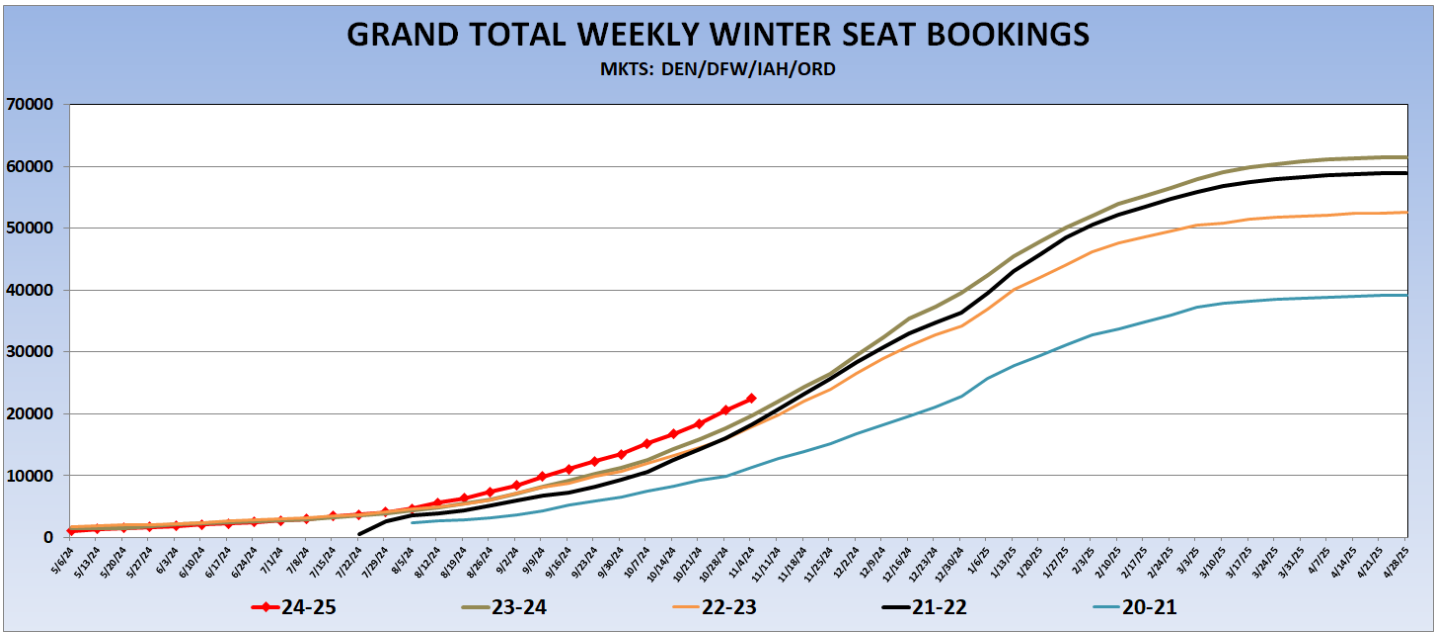
- **December:** Pacing +59% ahead of last year.
- **January:** Pacing +9% ahead of last year.
- **February:** Pacing +9% ahead of last year.
- **March:** Pacing +41% ahead of last year on small numbers.
- **April:** Pacing -19% behind last year on very small numbers.

Future Schedules through March 2025: United and American's schedules are now finalized through the winter as outlined below:

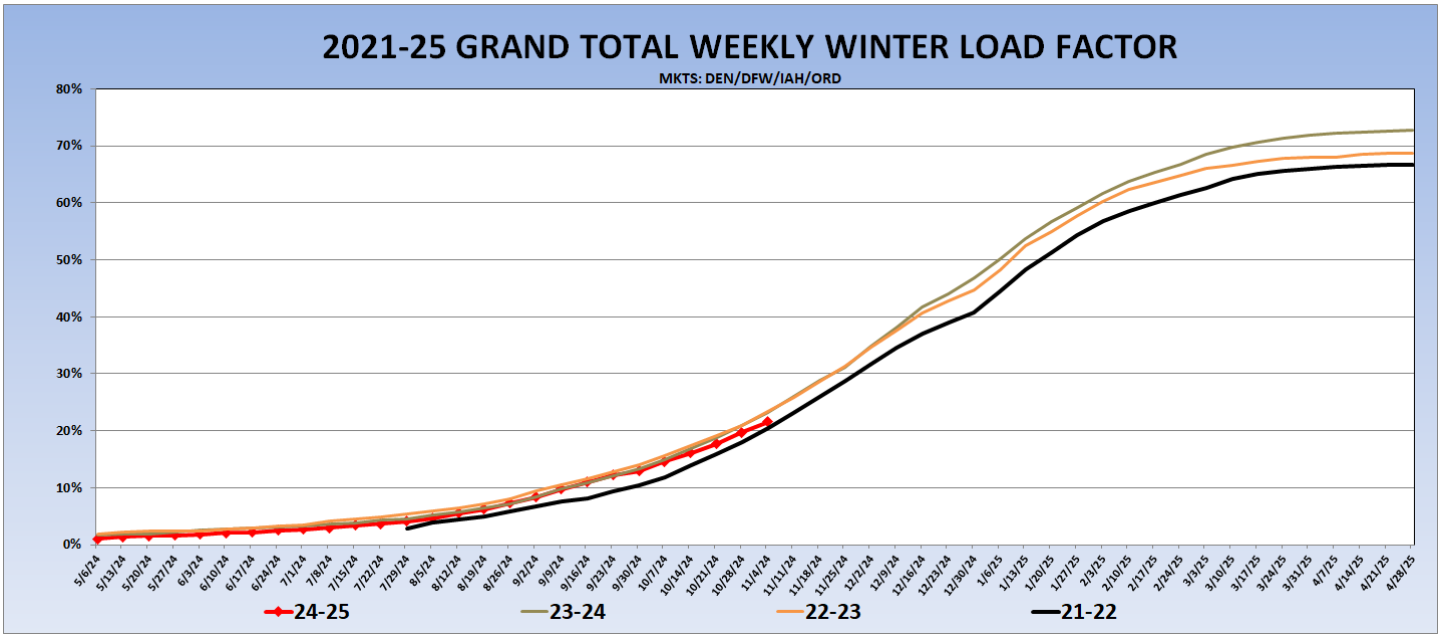
- **United from DEN:** 2x daily will continue throughout the rest of the Fall and through December 18, with a third daily flight now scheduled from December 19 – March 29.
- **United from IAH:** Daily winter flights resume December 19 and will continue through January 6, followed by 6x/week (daily x Tuesdays) from January 8 – March 29.
- **United from ORD:** New Weekend service with a Saturday afternoon inbound / Sunday morning outbound is now scheduled from February 15 – March 30.
- **American from DFW:** Scheduled to resume winter service with 2x daily with A319s starting Dec 19, reducing to one flight daily from Jan 7 onward. A second Saturday trip is also now planned with a CRJ700 from February 15 – March 29.

Air Program Reports – Winter, 2024-25 as of 11/4/24

All Flights – Total Seats Sold vs. previous years



All Flights – Total Load Factor vs. previous years



Bus program reports – October, 2024

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2024								2023			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	49,484	2,482	2,943	83,450	31	19.9	1,596.3	40,983	19.3	1,322.0	**8,501**	**20.7%**
February	47,763	2,359	2,755	79,131	29	20.2	1,647.0	38,202	19.6	1,364.4	**9,561**	**25.0%**
March	48,338	2,519	2,921	84,601	31	19.2	1,559.3	41,003	19.2	1,322.7	**7,335**	**17.9%**
April	23,103	2,081	2,335	67,593	30	11.1	770.1	16,010	9.4	533.7	**7,093**	**44.3%**
May	19,030	2,023	2,296	66,871	31	9.4	613.9	15,315	8.9	494.0	**3,715**	**24.3%**
June	26,340	1,933	2,198	63,852	30	13.6	878.0	21,130	12.6	704.3	**5,210**	**24.7%**
July	34,747	2,012	2,313	66,898	31	17.3	1,120.9	26,599	15.4	858.0	**8,148**	**30.6%**
August	31,452	1,965	2,272	65,345	31	16.0	1,014.6	24,036	13.9	775.4	**7,416**	**30.9%**
September	25,584	1,902	2,160	62,680	30	13.5	852.8	20,901	12.6	696.7	**4,683**	**22.4%**
October	22,992	2,012	2,311	67,376	31	11.4	741.7	18,086	10.4	583.4	**4,906**	**27.1%**
November												
December												
Total	**328,833**	**21,288**	**24,504**	**707,797**	**305**	**15.4**	**1,078.1**	**262,265**			**66,568**	**25.4%**

Passengers by Stop – Spring/Summer/Fall 2024

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	23	1,128	269	732	933	676	1,177	396	735	885	132	90	180	514	395	50	40	54	223	8,214
May	31	1,413	322	1,066	1,157	1,082	1,388	404	916	1,206	261	199	191	863	526	61	83	42	352	11,006
June	30	2,044	521	899	1,545	1,351	2,123	538	1,090	1,657	520	312	333	1,499	565	122	142	84	711	15,491
July	31	2,026	568	1,094	1,840	1,843	2,666	849	1,424	1,950	889	304	481	2,384	691	204	335	102	1,368	20,327
August	31	2,057	617	1,193	1,718	1,552	2,402	785	1,373	1,944	594	294	441	1,771	638	147	200	62	1,034	18,184
September	30	1,731	390	1,154	1,733	1,244	1,782	801	1,084	1,702	492	211	369	1,263	531	85	117	45	564	14,767
October	31	1,805	433	1,116	1,700	1,243	1,414	719	960	1,400	309	166	206	1,082	625	112	95	62	549	13,371
November																				
Total	**207**	**12,204**	**3,120**	**7,254**	**#####**	**8,991**	**12,952**	**4,492**	**7,582**	**10,744**	**3,197**	**1,576**	**2,201**	**9,376**	**3,971**	**781**	**1,012**	**451**	**4,801**	**101,360**
Avg / Day		**59.0**	**15.1**	**35.0**	**51.3**	**43.4**	**62.6**	**21.7**	**36.6**	**51.9**	**15.4**	**7.6**	**10.6**	**45.3**	**19.2**	**3.8**	**4.9**	**2.2**	**23.2**	**489.7**

2024 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
April	23	1,266	2,826	29	121	159	478	534	216	81	565	159	5,900
May	31	1,383	4,305	51	198	211	615	991	160	134	734	233	8,024
June	30	2,386	6,068	82	235	272	606	1,455	268	111	531	290	10,849
July	31	3,578	7,828	85	304	393	788	2,041	388	131	602	323	14,420
August	31	3,231	7,058	108	289	307	733	1,690	456	90	666	340	13,278
September	30	2,020	6,270	107	244	258	614	1,302	412	66	587	239	10,817
October	31	2,100	5,273	86	247	247	685	1,163	303	91	380	209	9,621
November													
Total	**207**	**15,964**	**39,628**	**548**	**1,638**	**1,847**	**4,519**	**9,176**	**2,203**	**704**	**4,065**	**1,793**	**72,909**
Avg / Day		**77.1**	**191.4**	**2.6**	**7.9**	**8.9**	**21.8**	**44.3**	**10.6**	**3.4**	**19.6**	**8.7**	**352.2**

Passenger Boardings by Time – Spring/Summer/Fall 2024

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2024

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
Northbound									
5:21 AM	42	49	86	154	158	98	87		**674**
5:51 AM	76	153	238	468	540	321	214		**2,010**
6:21 AM	208	293	542	676	672	433	408		**3,232**
6:56 AM	390	736	1,104	1,435	1,248	1,313	1,067		**7,293**
7:26 AM	361	523	708	996	824	692	611		**4,715**
7:56 AM	322	541	707	1,023	855	806	720		**4,974**
8:26 AM	251	311	542	707	625	456	404		**3,296**
9:01 AM	279	332	563	766	536	438	422		**3,336**
9:31 AM	251	342	462	600	601	371	324		**2,951**
10:01 AM	213	307	397	501	373	256	319		**2,366**
10:31 AM	205	280	570	719	513	407	309		**3,003**
11:01 AM	174	250	463	485	488	391	289		**2,540**
11:36 AM	196	243	492	581	481	412	325		**2,730**
12:06 PM	183	286	391	527	485	321	320		**2,513**
12:36 PM	234	327	543	729	606	399	383		**3,221**
1:06 PM	260	365	520	584	522	428	354		**3,033**
1:41 PM	410	360	536	722	690	505	534		**3,757**
2:11 PM	311	380	606	794	617	573	469		**3,750**
2:41 PM	362	485	611	764	763	549	571		**4,105**
3:11 PM	304	362	583	616	560	422	476		**3,323**
3:46 PM	465	649	593	669	740	715	752		**4,583**
4:16 PM	390	457	500	735	595	595	550		**3,822**
4:46 PM	362	432	536	733	564	405	465		**3,497**
5:16 PM	320	443	504	612	617	511	505		**3,512**
5:46 PM	245	284	399	494	475	463	351		**2,711**
6:16 PM	216	317	306	466	591	450	390		**2,736**
6:51 PM	233	288	355	543	471	458	409		**2,757**
7:21 PM	233	258	282	446	413	334	305		**2,271**
7:51 PM	190	248	241	419	419	317	333		**2,167**
8:21 PM	205	192	306	313	321	238	183		**1,758**
8:56 PM	114	211	245	455	251	270	200		**1,746**
9:26 PM	101	181	210	269	261	150	134		**1,306**
9:56 PM	108	121	350	326	299	270	188		**1,662**
Total	**8,214**	**11,006**	**15,491**	**20,327**	**18,174**	**14,767**	**13,371**		**101,350**
Southbound									
Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	97	110	131	185	195	197	108		**1,023**
7:10 AM	206	257	122	148	207	409	396		**1,745**
7:40 AM	144	209	201	340	275	210	248		**1,627**
8:15 AM	112	149	150	147	161	143	155		**1,017**
8:45 AM	108	150	139	130	138	111	117		**893**
9:15 AM	98	89	149	151	155	122	129		**893**
9:45 AM	97	107	177	320	210	161	156		**1,228**
10:20 AM	106	159	189	239	186	152	139		**1,170**
10:50 AM	169	144	192	243	275	153	181		**1,357**
11:20 AM	174	212	255	289	245	182	156		**1,513**
11:50 AM	139	194	224	259	225	187	191		**1,419**
12:20 PM	165	192	293	298	327	201	240		**1,716**
12:55 PM	153	190	257	348	291	209	214		**1,662**
1:25 PM	153	224	270	337	337	220	211		**1,752**
1:55 PM	197	284	235	376	368	371	354		**2,185**
2:25 PM	216	271	418	402	489	353	283		**2,432**
3:00 PM	250	319	427	537	504	435	462		**2,934**
3:30 PM	259	326	479	579	661	476	342		**3,122**
4:00 PM	454	631	709	894	873	788	818		**5,167**
4:30 PM	368	549	618	833	808	670	676		**4,522**
5:05 PM	396	708	1,038	1,196	1,170	938	829		**6,275**
5:35 PM	232	386	542	723	643	527	428		**3,481**
6:05 PM	207	278	507	670	541	414	310		**2,927**
6:35 PM	147	273	318	401	401	317	288		**2,145**
7:05 PM	145	146	254	381	305	380	228		**1,839**
7:35 PM	167	163	243	397	303	273	207		**1,753**
8:10 PM	154	194	320	485	358	276	315		**2,102**
8:40 PM	161	253	305	421	297	204	219		**1,860**
9:10 PM	169	283	495	550	578	381	315		**2,771**
9:40 PM	141	168	394	469	453	329	241		**2,195**
10:20 PM	125	176	291	739	464	351	223		**2,369**
11:00 PM	118	91	264	480	442	317	202		**1,914**
11:30 PM	73	139	243	453	393	360	240		**1,901**
Total	**5,900**	**8,024**	**10,849**	**14,420**	**13,278**	**10,817**	**9,621**		**72,909**

Average Riders per Bus - Spring, Summer, Fall, 2024

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
Northbound									
5:21 AM	1.8	1.6	2.9	5.0	5.1	3.3	2.8		3.3
5:51 AM	3.3	4.9	7.9	15.1	17.4	10.7	6.9		9.7
6:21 AM	9.0	9.5	18.1	21.8	21.7	14.4	13.2		15.6
6:56 AM	17.0	23.7	36.8	46.3	40.3	43.8	34.4		35.2
7:26 AM	15.7	16.9	23.6	32.1	26.6	23.1	19.7		22.8
7:56 AM	14.0	17.5	23.6	33.0	27.6	26.9	23.2		24.0
8:26 AM	10.9	10.0	18.1	22.8	20.2	15.2	13.0		15.9
9:01 AM	12.1	10.7	18.8	24.7	17.3	14.6	13.6		16.1
9:31 AM	10.9	11.0	15.4	19.4	19.4	12.4	10.5		14.3
10:01 AM	9.3	9.9	13.2	16.2	12.0	8.5	10.3		11.4
10:31 AM	8.9	9.0	19.0	23.2	16.5	13.6	10.0		14.5
11:01 AM	7.6	8.1	15.4	15.6	15.7	13.0	9.3		12.3
11:36 AM	8.5	7.8	16.4	18.7	15.5	13.7	10.5		13.2
12:06 PM	8.0	9.2	13.0	17.0	15.6	10.7	10.3		12.1
12:36 PM	10.2	10.5	18.1	23.5	19.5	13.3	12.4		15.6
1:06 PM	11.3	11.8	17.3	18.8	16.8	14.3	11.4		14.7
1:41 PM	17.8	11.6	17.9	23.3	22.3	16.8	17.2		18.1
2:11 PM	13.5	12.3	20.2	25.6	19.9	19.1	15.1		18.1
2:41 PM	15.7	15.6	20.4	24.6	24.6	18.3	18.4		19.8
3:11 PM	13.2	11.7	19.4	19.9	18.1	14.1	15.4		16.1
3:46 PM	20.2	20.9	19.8	21.6	23.9	23.8	24.3		22.1
4:16 PM	17.0	14.7	16.7	23.7	19.2	19.8	17.7		18.5
4:46 PM	15.7	13.9	17.9	23.6	18.2	13.5	15.0		16.9
5:16 PM	13.9	14.3	16.8	19.7	19.9	17.0	16.3		17.0
5:46 PM	10.7	9.2	13.3	15.9	15.3	15.4	11.3		13.1
6:16 PM	9.4	10.2	10.2	15.0	19.1	15.0	12.6		13.2
6:51 PM	10.1	9.3	11.8	17.5	15.2	15.3	13.2		13.3
7:21 PM	10.1	8.3	9.4	14.4	13.3	11.1	9.8		11.0
7:51 PM	8.3	8.0	8.0	13.5	13.5	10.6	10.7		10.5
8:21 PM	8.9	6.2	10.2	10.1	10.4	7.9	5.9		8.5
8:56 PM	5.0	6.8	8.2	14.7	8.1	9.0	6.5		8.4
9:26 PM	4.4	5.8	7.0	8.7	8.4	5.0	4.3		6.3
9:56 PM	4.7	3.9	11.7	10.5	9.6	9.0	6.1		8.0
Total	**10.8**	**10.8**	**15.6**	**19.9**	**17.8**	**14.9**	**13.1**		**14.8**
Southbound									
Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	4.2	3.5	4.4	6.0	6.3	6.6	3.5		4.9
7:10 AM	9.0	8.3	4.1	4.8	6.7	13.6	12.8		8.4
7:40 AM	6.3	6.7	6.7	11.0	8.9	7.0	8.0		7.9
8:15 AM	4.9	4.8	5.0	4.7	5.2	4.8	5.0		4.9
8:45 AM	4.7	4.8	4.6	4.2	4.5	3.7	3.8		4.3
9:15 AM	4.3	2.9	5.0	4.9	5.0	4.1	4.2		4.3
9:45 AM	4.2	3.5	5.9	10.3	6.8	5.4	5.0		5.9
10:20 AM	4.6	5.1	6.3	7.7	6.0	5.1	4.5		5.7
10:50 AM	7.3	4.6	6.4	7.8	8.9	5.1	5.8		6.6
11:20 AM	7.6	6.8	8.5	9.3	7.9	6.1	5.0		7.3
11:50 AM	6.0	6.3	7.5	8.4	7.3	6.2	6.2		6.9
12:20 PM	7.2	6.2	9.8	9.6	10.5	6.7	7.7		8.3
12:55 PM	6.7	6.1	8.6	11.2	9.4	7.0	6.9		8.0
1:25 PM	6.7	7.2	9.0	10.9	10.9	7.3	6.8		8.5
1:55 PM	8.6	9.2	7.8	12.1	11.9	12.4	11.4		10.6
2:25 PM	9.4	8.7	13.9	13.0	15.8	11.8	9.1		11.7
3:00 PM	10.9	10.3	14.2	17.3	16.3	14.5	14.9		14.2
3:30 PM	11.3	10.5	16.0	18.7	21.3	15.9	11.0		15.1
4:00 PM	19.7	20.4	23.6	28.8	28.2	26.3	26.4		25.0
4:30 PM	16.0	17.7	20.6	26.9	26.1	22.3	21.8		21.8
5:05 PM	17.2	22.8	34.6	38.6	37.7	31.3	26.7		30.3
5:35 PM	10.1	12.5	18.1	23.3	20.7	17.6	13.8		16.8
6:05 PM	9.0	9.0	16.9	21.6	17.5	13.8	10.0		14.1
6:35 PM	6.4	8.8	10.6	12.9	12.9	10.6	9.3		10.4
7:05 PM	6.3	4.7	8.5	12.3	9.8	12.7	7.4		8.9
7:35 PM	7.3	5.3	8.1	12.8	9.8	9.1	6.7		8.5
8:10 PM	6.7	6.3	10.7	15.6	11.5	9.2	10.2		10.2
8:40 PM	7.0	8.2	10.2	13.6	9.6	6.8	7.1		9.0
9:10 PM	7.3	9.1	16.5	17.7	18.6	12.7	10.2		13.4
9:40 PM	6.1	5.4	13.1	15.1	14.6	11.0	7.8		10.6
10:20 PM	5.4	5.7	9.7	23.8	15.0	11.7	7.2		11.4
11:00 PM	5.1	2.9	8.8	15.5	14.3	10.6	6.5		9.2
11:30 PM	3.2	4.5	8.1	14.6	12.7	12.0	7.7		9.2
Total	**7.8**	**7.8**	**11.0**	**14.1**	**13.0**	**10.9**	**9.4**		**10.7**

Spring, Summer, Fall - 2024 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	5	754	0.7%	97.1%	99.1%	99.1%	0.1%	0.8%
May	31	1,023	16	1,007	1.6%	96.5%	98.4%	98.5%	0.8%	0.7%
June	30	990	23	967	2.3%	93.3%	98.7%	99.4%	0.4%	0.2%
July	31	1,023	20	1,003	2.0%	85.5%	97.1%	99.1%	0.5%	0.4%
August	31	1,023	41	982	4.0%	94.5%	98.9%	99.3%	0.4%	0.3%
September	30	990	39	951	3.9%	96.6%	98.4%	98.6%	0.1%	1.3%
October	31	1,023	17	1,006	1.7%	97.7%	99.1%	99.4%	0.3%	0.3%
November										
Total	**207**	**6,831**	**161**	**6,670**	**2.4%**	**94.4%**	**98.5%**	**99.1%**	**0.4%**	**0.6%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	23	759	6	753	0.8%	96.5%	98.4%	98.7%	0.3%	1.1%
May	31	1,023	14	1,009	1.4%	93.1%	96.3%	97.6%	0.3%	2.1%
June	30	990	26	964	2.6%	89.4%	97.5%	98.8%	0.3%	0.9%
July	31	1,023	14	1,009	1.4%	85.6%	95.3%	97.5%	0.5%	2.0%
August	31	1,023	41	982	4.0%	88.9%	86.8%	98.4%	0.3%	1.3%
September	30	990	39	951	3.9%	95.0%	99.2%	99.6%	0.1%	0.3%
October	31	1,023	17	1,006	1.7%	95.0%	98.6%	99.2%	0.1%	0.7%
November										
Total	**207**	**6,831**	**157**	**6,674**	**2.3%**	**91.8%**	**95.9%**	**98.5%**	**0.3%**	**1.2%**

Average:	**2.3%**	**93.1%**	**97.2%**	**98.8%**	**0.3%**	**0.9%**

Late/Missed Runs – October, 2024

October 1-31, 2024

Date	Late run	Missed Runs	Reason/Incident
10/1/2024		4:46 pm nb & 6:05 pm sb, 7:21 pm nb & 8:40 pm sb	DRVR ILLNESS
10/1/2024		9:26 pm nb & 11:00 pm sb	DRVR ILLNESS
10/2/2024	2:41 PM NB	4:46 pm nb & 6:05 pm, 8:21 pm & 9:40 pm sb	ADA ON 11:20 AM SB//LATE DUE 2 FUELING-18 MINS //XLD-DRVR ILLNESS
10/3/2024		3:46 PM NB & 5:05 PM SB, 5:46 PM NB & 7:05 PM SB	ADA ON 1:25 PM SB//XLD-DRVR ILLNESS
10/3/2024		7:21 PM NB & 8:40 PM SB, 9:29 PM NB & 11:00 PM SB	XLD-DRVR SHORTAGE
10/4/2024		12:55 PM SB//9:31 AM NB & 10:50 AM SB, 11:36 AM NB & 12:55 PM SB	XLD-DRVR SHORTAGE & DRVR NO SHOW-MISUNDERSTOOD SCHED
10/4/2024			ADA SAFEWAY TO 4 WAY 7:51 PM NB//ADA 4 WAY TO SAFEWAY 11:00 PM SB
10/7/2024		12:06 PM NB	XLD-MEDICAL EMERGENCY W PAX-CALLED 911 AT REC CTR
10/7/2024			MISSED ONE PAX AT TT ON 9:10 PM SB, NO LIGHT, NO SPIN//DRVR HIT COW ON 11:00 PM SB
10/8/2024	MANY		MANY DELAYS DUE 2 ROAD CONSTRUCTION ALL DAY
10/9/2024	MANY		MANY DELAYS DUE 2 ROAD CONSTRUCTION ALL DAY
10/16/2024			ANGRY PAX ON 9:10 PM SB CBS WANTED DROPPED OFF AT HIS HOUSE
10/17/2024	9:15 AM SB		40 MINS LATE BECAUSE OF HOUSE MOVING ON HWY 135 CB-GUN
10/18/2024		1:06 PM NB & 2:25 PM SB, 3:11 PM NB & 4:30 PM SB, 5:46 PM & 7:05 PM SB	XLD RUNS DUE TO DRIVER ILLNESS
10/20/2024		8:40 PM SB , 9:26 PM NB	XLD RUNS DUE 2 BUS STUCK ON GOTHIC RD NB-WHITE OUT CONDITIONS
10/23/2024		5:21 AM NB, 9:26 PM NB & 11:00 PM SB	XLD DUE TO MECHANICAL-COULDN'T START//NOT SURE WHY RT WAS XLD-NO NOTES

GVRTA 2024 Emissions Analysis – September, 2024

GVRTA GHG Emissions Analysis GHG Emissions Produced and Reduced by the GVRTA 2024	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	49,484	2,482	16,529	2,622	136,195	639,657	503,462	10.174	134	9,644	9,510	0.192	32,847	0.664
February	47,763	2,359	16,411	2,818	137,405	617,411	480,006	10.050	143	9,309	9,166	0.192	32,611	0.683
March	48,338	2,519	18,320	1,675	138,416	624,843	486,428	10.063	94	9,421	9,327	0.193	36,405	0.753
April	23,103	2,081	14,083	1,502	108,587	298,642	190,055	8.226	82	4,503	4,421	0.191	27,985	1.211
May	19,030	2,023	10,812	1,756	89,506	245,992	156,486	8.223	89	3,709	3,619	0.190	21,486	1.129
June	26,340	1,933	13,135	729	94,444	340,485	246,041	9.341	46	5,134	5,088	0.193	26,102	0.991
July	34,747	2,012	11,910	2,698	106,375	449,159	342,784	9.865	133	6,772	6,640	0.191	23,668	0.681
August	31,452	1,965	11,726	2,776	105,944	406,566	300,622	9.558	136	6,130	5,994	0.191	23,302	0.741
September	25,584	1,902	11,478	2,676	103,275	330,713	227,438	8.890	131	4,986	4,855	0.190	22,808	0.891
October														
November														
December														
Total	**305,841**	**19,276**	**124,403**	**19,251**	**1,020,147**	**3,953,468**	**2,933,320**	**9.591**	**987**	**59,608**	**58,621**	**0.192**	**247,214**	**0.808**

Automobile emissions vs. GVRTA bus emissions:

4.09 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.81 average GVRTA bus trips.

The RTA averaged 15.4 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 52.923 Kg of CO2 emissions and 0.0512 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2024 Miles per Bus:

Miles / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,922	9,339	8,170	6,181	8,185	8,273	9,966	4,862	9,425	10,255	4,121	84,699	83,450
February	6,703	8,551	4,905	3,758	9,857	7,363	9,526	8,759	10,333	10,103	576	80,434	79,131
March	10,412	0	10,510	9,822	1,172	9,963	10,965	10,496	11,027	9,442	1,744	85,553	84,601
April	7,039	406	6,655	1,543	6,346	8,736	7,520	9,142	10,336	8,919	3,712	70,354	67,593
May	8,258	2,311	1,351	0	8,091	6,657	4,013	8,123	8,555	9,301	10,524	67,184	66,871
June	4,047	0	3,054	1	9,436	6,243	7,505	10,168	9,928	9,433	4,859	64,674	63,852
July	8,738	7,688	68	0	8,729	7,533	4,550	9,266	9,155	9,127	3,006	67,860	66,898
August	8,780	9,015	0	2,832	9,043	14	7,826	8,651	9,533	8,697	715	65,106	65,345
September	9,330	6,038	0	8,477	6,823	-	9,067	7,183	8,734	6,899	994	63,545	62,680
October	8,357	0	0	7,408	8,243	6,367	8,920	8,916	8,658	10,184	1,499	68,552	67,376
November													
December													
Total	**77,586**	**43,348**	**34,713**	**40,022**	**75,925**	**61,149**	**79,858**	**85,566**	**95,684**	**92,360**	**31,750**	**717,961**	**707,797**

2024 Repairs per Bus:

Repairs / Bus 2024	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	$ 4,231	$ 2,861	$ 3,741	$ 1,137	$ 1,874	$ 4,054	$ 897	$ 6,482	$ 933	$ 456	$ 19,523	$ 46,189
February	$ 3,912	$ 303	$ 5,651	$ 3,289	$ -	$ 2,129	$ 383	$ 341	$ 821	$ 1,381	$ 26,901	$ 45,111
March	$ 1,039	$ -	$ 1,743	$ 1,086	$ 3,722	$ 682	$ 1,314	$ 1,890	$ 1,806	$ 3,199	$ 13,285	$ 29,766
April	$ 6,791	$ 1,700	$ 4,695	$ 1,654	$ 3,782	$ 5,048	$ 7,825	$ 7,265	$ -	$ 227	$ 20,020	$ 59,007
May	$ 3,161	$ 8,622	$ 3,046	$ 552	$ 3,572	$ 1,944	$ 3,301	$ -	$ 454	$ -	$ 21,617	$ 46,269
June	$ 1,956	$ 5,420	$ 227	$ -	$ 683	$ 8,205	$ 1,634	$ 1,398	$ 799	$ 1,060	$ 21,578	$ 42,960
July	$ 2,894	$ 6,012	$ -	$ 7,538	$ 962	$ 833	$ 9,113	$ 1,434	$ 1,409	$ 695	$ 28,791	$ 59,681
August	$ 7,966	$ 2,768	$ -	$ 996	$ 531	$ 5,763	$ 2,181	$ 1,809	$ 227	$ 871	$ 25,533	$ 48,645
September	$ 2,584	$ 2,157	$ -	$ 795	$ 1,591	$ 374	$ 492	$ 227	$ 1,057	$ 2,588	$ 12,349	$ 24,214
October	$ 3,153	$ 5,140	$ -	$ 5,597	$ 1,778	$ 24,587	$ 454	$ 811	$ 4,409	$ -	$ 57,982	$ 103,911
November												
December												
Total	**$ 37,687**	**$ 34,983**	**$ 19,103**	**$ 22,644**	**$ 18,495**	**$ 53,619**	**$ 27,594**	**$ 21,657**	**$ 11,915**	**$ 10,477**	**$ 247,579**	**$ 505,753**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2024

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,083	213	1,296	2,959	2,235	5,194	$ 24,404	$ 5,082	$ 29,486
February	1,107	219	1,326	3,397	3,126	6,523	$ 24,156	$ 6,618	$ 30,774
March	1,085	247	1,332	3,631	3,719	7,350	$ 24,582	$ 7,802	$ 32,384
April	1,088	258	1,346	3,689	3,902	7,591	$ 27,536	$ 8,173	$ 35,709
May	929	220	1,149	3,380	5,411	8,791	$ 24,510	$ 9,206	$ 33,716
June	940	197	1,137	2,938	2,976	5,914	$ 19,455	$ 7,373	$ 26,828
July	1,004	281	1,285	3,254	2,295	5,549	$ 21,997	$ 9,180	$ 31,177
August	961	356	1,317	2,905	4,126	7,031	$ 26,552	$ 9,858	$ 36,410
September	1,005	143	1,148	2,948	2,220	5,168	$ 20,377	$ 7,574	$ 27,951
October	1,040		1,040	2,871		2,871	$ 21,580		$ 21,580
November									
December									
Total	**10,242**	**2,134**	**12,376**	**31,972**	**30,010**	**61,982**	**$ 235,149**	**$ 70,866**	**$ 306,015**



FEHR PEERS

DRAFT

GVRTA Commuter Bus Service Strategic Operating and Capital Plan

Prepared for: Gunnison Valley Regional Transportation Authority (GVRTA)

November 6, 2024

DRAFT

Table of Contents

Chapter 1: Introduction **1**

Plan Purpose 1

Study Area 1

Chapter 2: Demographic Review **3**

Demographics 3

Population Density 3

Limited Vehicle Access 5

Youth Population (18 and Under) 7

Older Adult Population (65 and Older) 9

Population with a Disability 11

Population Below the Federal Poverty Line 13

Non-White Population 15

Limited English Proficiency 17

Limited Internet Access 19

Economic and Commuting Characteristics 21

Employment Sectors 21

Commuting Characteristics 22

Distance Traveled to Work 25

Commute Patterns 25

Work/Home Destination Analysis 26

Existing GVRTA Service 27

System Coverage 28

Ridership 31

System Performance 36

Funding Mechanisms 38

Plan Review 39

GVRTA Strategic Transit Plan and Senior Mobility Plan (2016) 39

Gunnison Transit Center Plan (2023) 40

Gunnison Valley 2045 Regional Transportation Plan (2020) 41

One Valley Resiliency Roadmap (2023) 42

Crested Butte Community Compass (2022) 43

Crested Butte Transportation Mobility Plan (2024) 44

DRAFT

City of Gunnison Comprehensive Plan (2020) 45
Town of Mt. Crested Butte Master Plan (2023) 46
Demographic Review Key Takeaways 47

Chapter 3: Community Outreach 48

Winter and Summer General Public Outreach 48
On-Board Survey Respondents Experience 49
Travel Behavior of Survey Respondents 60
Desired RTA Bus Improvements 69
Summer Survey – Draft Project Recommendations 73
Demographics of Survey Respondents 73
Stakeholder Interviews and Focus Groups 79

Chapter 4: Project Development Process 80

Travel Markets 80
Commuters 80
Youth/Students 80
Older Adults 80
Recreation 81
Short, Community-Based Trips 81
People with Limited Access to Vehicles 81
People with Disabilities 81
People with Limited English Proficiency 81
Preliminary Project List 82
GVRTA Projects 82
Other Coordinated Projects 85
Public Input on Preliminary Project List 87
Summer Survey 87
In-Person Open Houses 91

Chapter 5: Project Evaluation 92

Project Evaluation Results 95
Projects to be Pursued 98

Chapter 6: Strategic Operating and Capital Plan 99

GVRTA Projects 102
Service Expansion and Improvement Projects 102
Capital Projects 104

DRAFT

Organizational and Internal Projects 107
Other Coordinated Projects 110

DRAFT

List of Figures

Figure 1: GVRTA Study Area 2
Figure 2: Population Density 4
Figure 3: Limited Vehicle Access 6
Figure 4: Youth Population (18 and Under) 8
Figure 5: Older Adult Population (65 and Older) 10
Figure 6: Population with a Disability 12
Figure 7: Population Below the Federal Poverty Line 14
Figure 8: Non-White Population 16
Figure 9: Limited English Proficiency 18
Figure 10: Limited Internet Access 20
Figure 11: Population Who Used Transit to Get to Work 23
Figure 12: Population Who Drove to Work Alone 24
Figure 13. GVRTA Transit Access in Mt. Crested Butte, Crested Butte, CB South 29
Figure 14. GVRTA Transit Access in Almont and Gunnison 30
Figure 15. GVRTA Annual Ridership 31
Figure 16. GVRTA Monthly Ridership 32
Figure 17. NB Ridership by Stops 34
Figure 18. SB Ridership by Stops 35
Figure 19. GVRTA Passengers per Day 36
Figure 20: Preferred Site Plan for Gunnison Transit Center 40
Figure 21. Where did you begin this trip? (Winter) 49
Figure 22. Where did you begin this trip? (Summer) 49
Figure 23. What is your destination today? (Winter) 50
Figure 24. What is your destination today? (Summer) 50
Figure 25. How did you get to the RTA bus stop? (Winter) 51
Figure 26. How did you get to the RTA bus stop? (Summer) 51
Figure 27. How will you get from the RTA bus stop to your destination? (Winter) 52
Figure 28. How will you get from the RTA bus stop to your destination? (Summer) 52
Figure 29. What is the purpose of this trip today? (Winter) 53
Figure 30. What is the purpose of this trip today? (Summer) 53
Figure 31. Do you depend on the RTA bus for your transportation needs? (Winter) 54
Figure 32. Do you depend on the RTA bus for your transportation needs? (Summer) 54
Figure 33. How often do you ride the RTA bus? (Winter) 55

DRAFT

Figure 34. How often do you ride the RTA bus? (Summer) 55
Figure 35. What are the most important reasons you currently ride the RTA bus? (Winter) 56
Figure 36. What are the most important reasons you currently ride the RTA bus? (Summer) 57
Figure 37. Riders' Satisfaction with RTA Service (Winter) 58
Figure 38. Riders' Satisfaction with RTA Service (Summer) 59
Figure 39. Which of the following types of transportation does your household use in Gunnison County? (Winter) 60
Figure 40. Is it possible for you to use transit for the majority of your trips during the day? (Winter) 61
Figure 41. Is it possible for you to use transit for the majority of your trips during the day? (Summer) 61
Figure 42. If you answered "No" to the previous question, please answer why not (Winter) 62
Figure 43. If you answered "No" to the previous question, please answer why not. (Summer) 63
Figure 44. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (Winter) 64
Figure 45. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (Summer) 65
Figure 46. 'OTHER' barriers that stop people from riding the RTA bus more or riding the RTA bus at all 66
Figure 47. Winter Survey Respondents' Desired Service Characteristics 67
Figure 48. Summer Survey Respondents' Most Desired Service Characteristics 68
Figure 49. What destinations would you like to have improved regional bus routes to? (Winter) 69
Figure 50. What destinations would you like to have improved regional bus routes to? (Summer) 70
Figure 51. New Routes Requested (Winter) 70
Figure 52. Winter Respondents' Open-ended Comments in Categories 71
Figure 53. Summer Respondents' Open-ended Comments in Categories 72
Figure 54. Which best describes you? (Winter) 73
Figure 55. Which best describes you? (Summer) 73
Figure 56. Where do you live? (Winter) 74
Figure 57. Where do you live? (Summer) 74
Figure 58. What is your age? (Winter) 75
Figure 59. What is your age? (Summer) 75
Figure 60. What is your ethnicity? (Winter) 76
Figure 61. What is your ethnicity? (Summer) 76
Figure 62. What is your total household income? (Winter) 77
Figure 63. What is your total household income? (Summer) 77
Figure 64. How many vehicles does your household have? (Winter) 78
Figure 65. How many vehicles does your household have? (Summer) 78

DRAFT

Figure 66. Please rank the following service expansion and improvement projects from 1-most important to you to 4-least important to you. 87
Figure 67. Please rank the following infrastructure projects from 1-most important to you to 4-least important to you. 88
Figure 68. Please select up to five amenities that you would like to see included at the Enhanced Bus Stop and GVRTA Offices/Dispatch. 89
Figure 69. Please select the top three criteria that are most important to you for the location of the Enhanced Bus Stop and GVRTA Offices/Dispatch. 90
Figure 70. Please identify your interest in the following coordinated projects. 91
Figure 71: Implementation Timeline 101
Figure 72: Potential North Gunnison Park-and-Ride Locations 106

DRAFT

List of Tables

Table 1: Job Sectors in Gunnison County 21
Table 2: Distance Traveled to Work 25
Table 3: Inflow/Outflow Analysis 25
Table 4: Work/Home Destination Analysis 26
Table 5. Existing Transit Service Span and Frequency 27
Table 6. Stops with the Highest Ridership 33
Table 7. Passenger per Vehicle Hour from 2015 to 2023 37
Table 8: Funding Sources by Year 38
Table 9. 2016 Recommended Service Plan 39
Table 10: Gunnison Valley 2045 Regional Transportation Plan Priority Projects 41
Table 11. Goals and Strategies for "De-emphasizing Cars" per the Crested Butte Community Compass 43
Table 12: Summary of Mt. Crested Butte Transportation Policies and Recommendations 46
Table 13: Evaluation Projects 92
Table 14: Project Evaluation Criteria 93
Table 15: Service Expansion and Capital Improvement Project Evaluation 96
Table 16: Supporting Project Evaluation 97
Table 17: Capital Plan 100
Table 18: Fleet Replacement Plan Summary 107

DRAFT

This page intentionally left blank.

DRAFT

Chapter 1: Introduction

The Gunnison Valley Regional Transportation Authority (GVRTA) was formed in November 2002 by a vote of the residents of Gunnison, Crested Butte, Mt. Crested Butte and several unincorporated areas of Gunnison County. Among improving air transportation and providing senior and human services transportation in Gunnison County, a part of the RTA's current vision is providing long term and energy efficient public transit along the Highway 135 (CO-135) corridor.

Plan Purpose

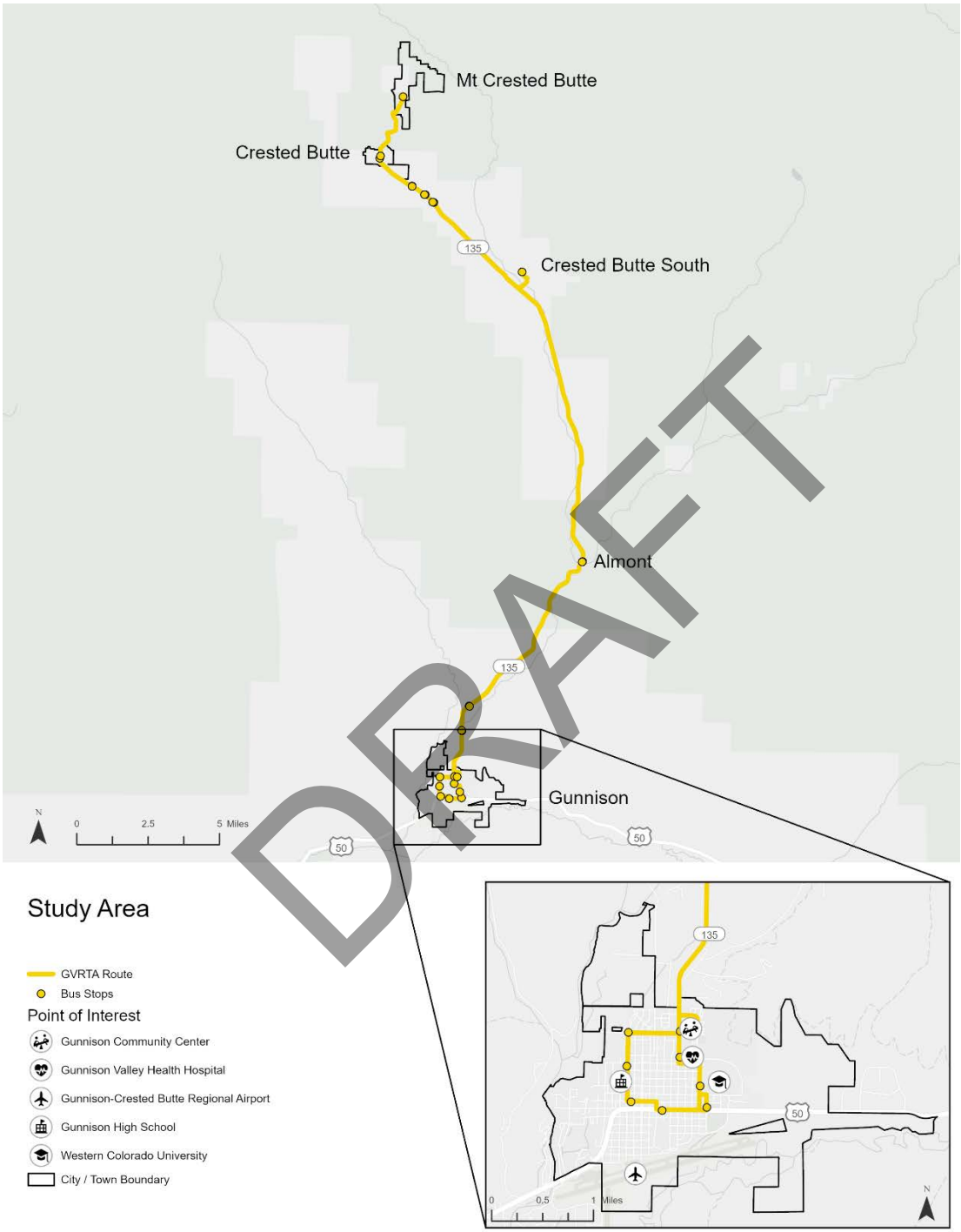
The last GVRTA Strategic Operating and Capital plan was completed in 2016, and many of the plan's recommendations have been implemented. The commuter service has grown significantly in terms of the number of service hours and passengers per year since the last plan. As a result, this update to the plan focuses on the commuter bus service by documenting changes since the last plan, seeking input from the public, and defining the improvements to GVRTA's services over the next five years.

Study Area

GVRTA operates in southwest Colorado in Gunnison County. The GVRTA boundary includes all of Gunnison County except for the towns of Marble, Somerset, Pitkin, and Ohio City. For this project, the study area includes Gunnison, Crested Butte, Mt. Crested Butte, and any area along Highway 135, which are the primary areas the commuter bus serves. **Figure 1** shows the GVRTA study area along with the existing commuter bus route, stops, and points of interest within Gunnison. There are 25 stops along the GVTRA route including nine stops in Gunnison, two stops in Crested Butte, one stop in Mt. Crested Butte, and 13 stops along the route between Gunnison and Crested Butte.

DRAFT

Figure 1: GVRTA Study Area



DRAFT

Chapter 2: Demographic Review

This chapter documents a comprehensive demographic review in the GVRTA study area (see **Figure 1** for the study area) to understand the current demographic and travel patterns of the GVRTA community and how they have changed since the 2016 Strategic Plan. In addition to analyzing the characteristics in the previous plan, Fehr & Peers also analyzed ridership data, transit access, and previous planning efforts to better understand the community and GVRTA's performance. This information helps identify the travel markets and needs to be addressed by GVRTA's future efforts.

Demographics

Demographic data was obtained from the American Community Survey (ACS) 5-year detailed table of the US Census Bureau from 2017-2021. All the data is at the census block group level, except for disability data, which is at the census tract level. Fehr & Peers analyzed and compared the following demographic data to the 2016 Strategic Plan:

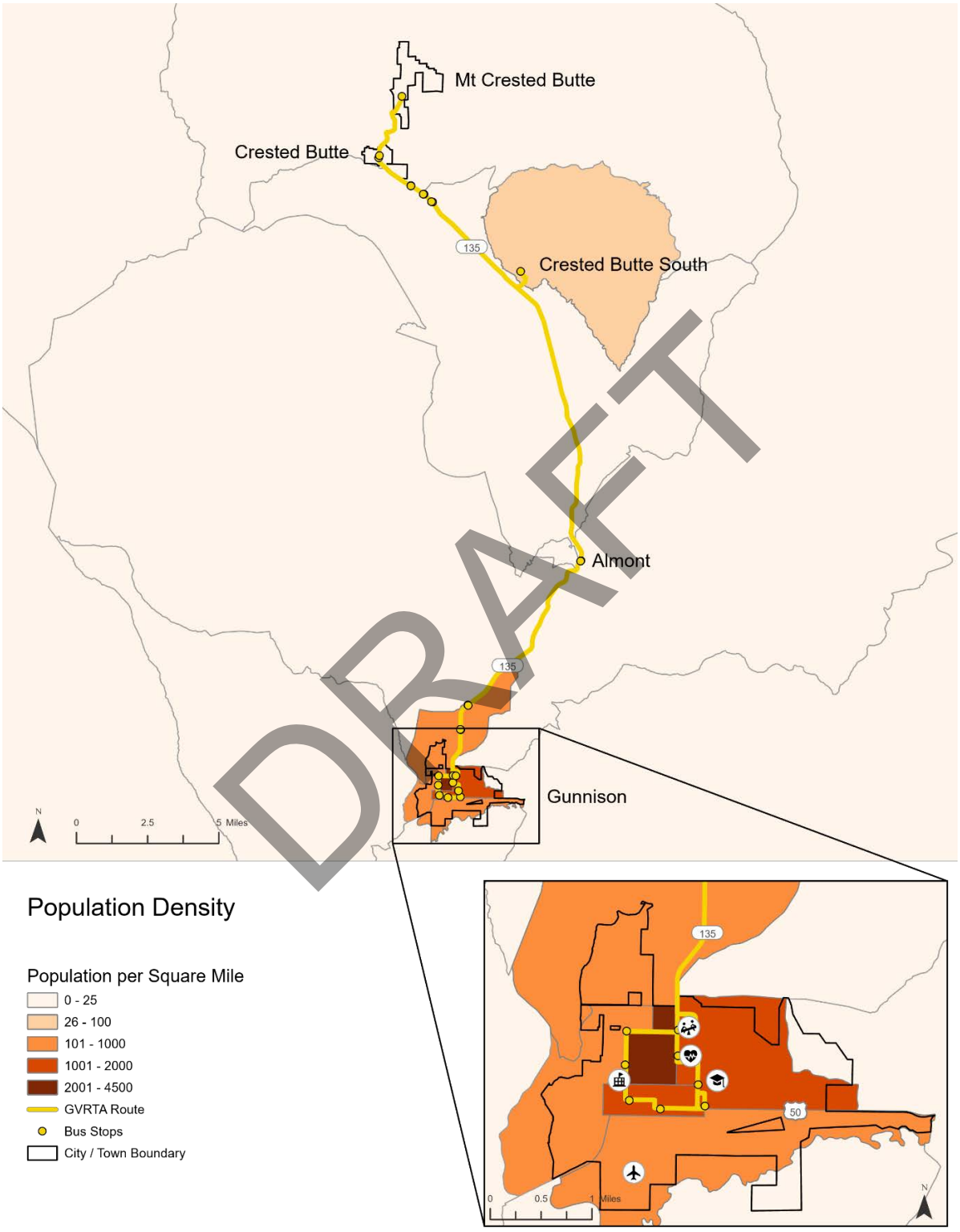
- Population Density **(Figure 2)**
- Limited Vehicle Access **(Figure 3)**
- Youth Population (18 and Under) **(Figure 4)**
- Older Adult Population (65 and Over) **(Figure 5)**
- Population with a Disability **(Figure 6)**
- Population Below the Federal Poverty Line **(Figure 7)**
- Non-White Population **(Figure 8)**
- Limited English Proficiency **(Figure 9)**
- Limited Internet Access **(Figure 10)**

DRAFT

Population Density

Figure 2 shows the population density within the GVRTA study area, which measures the number of people for every square mile. The highest population density is found within central Gunnison, which is the same as in the 2016 study. Outside of Gunnison, there is a low population density, due to the more rural nature of Gunnison County. The census tract that contains Crested Butte South is an area that has grown since the 2016 study and now has a higher population density than the census tract that contains Crested Butte and Mt. Crested Butte. The denser areas are also typically where more destinations are located, and an effective transit system must be able to provide transportation effectively and efficiently to and from these dense areas.

Figure 2: Population Density



DRAFT

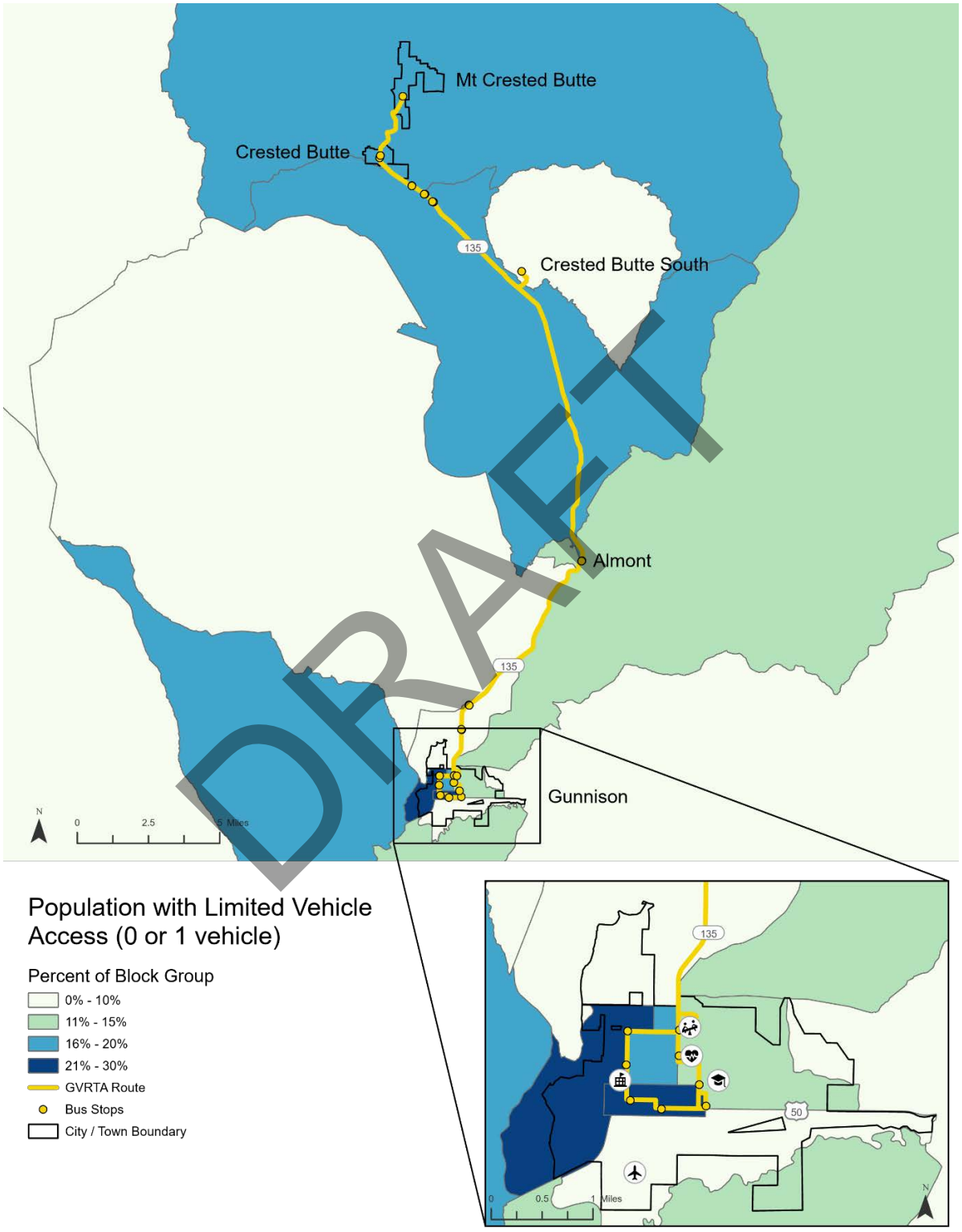
Source: U.S Census ACS, 2017-2021

Limited Vehicle Access

Households that have limited access to a vehicle are more likely to depend on transit. **Figure 3** shows the percentage of each block group's households that have limited access to a vehicle, which this study defines as households with zero or one vehicle. Although the last study only looked at areas with zero vehicles, larger households often face transportation challenges when they only have access to one vehicle. The highest percentage of households that have limited access to a vehicle are in central and southwest Gunnison, which are similar areas as in the 2016 study.

DRAFT

Figure 3: Limited Vehicle Access



DRAFT

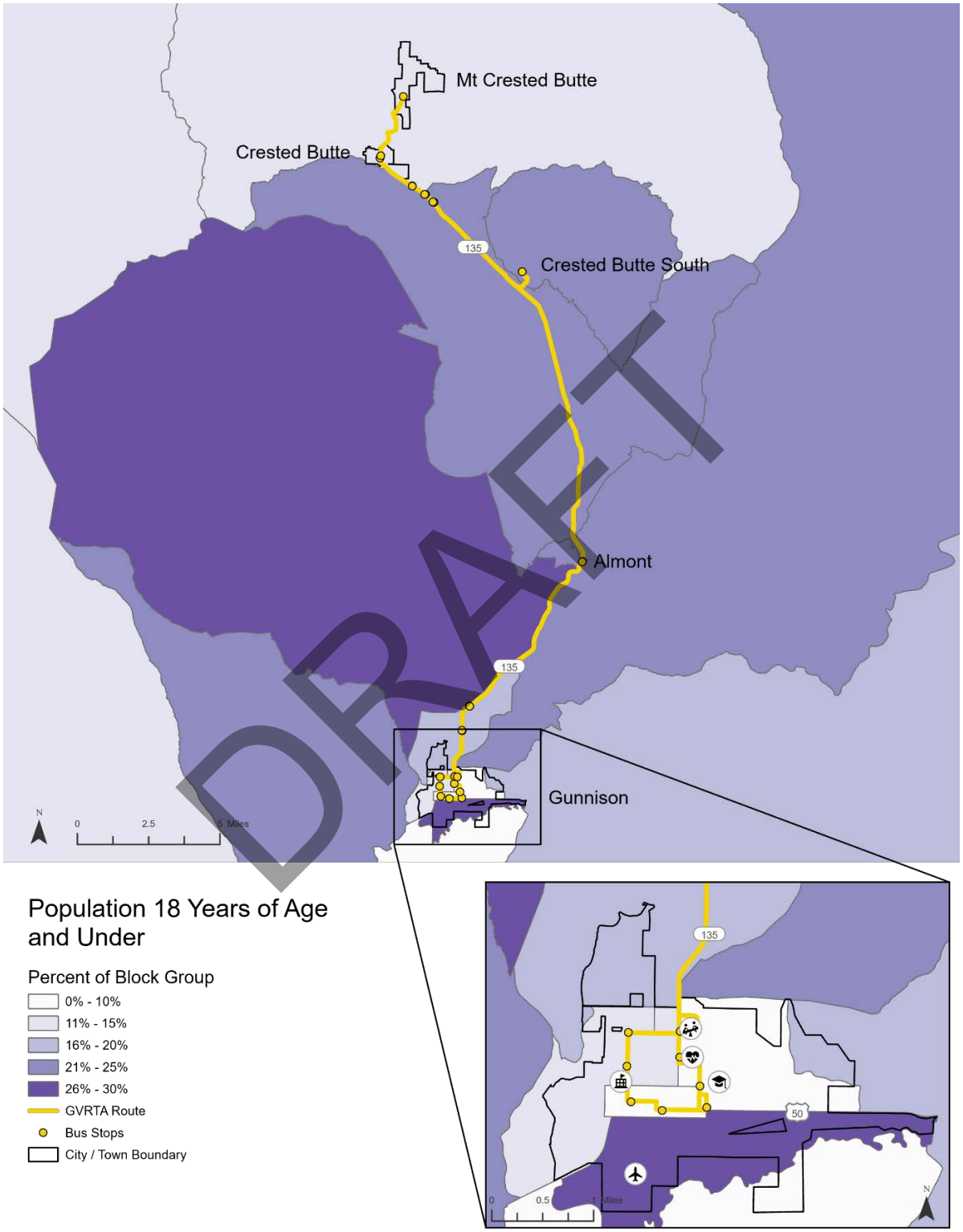
Source: U.S Census ACS, 2017-2021

Youth Population (18 and Under)

Figure 4 shows the percent of the block group population that is 18 years of age and under. The highest percentage of youth population can be found in southern Gunnison and a block group between Gunnison and Crested Butte. This has changed from the 2016 study where the highest youth population was in central and northern Gunnison. People 18 years of age and under are more likely to depend on transit for transportation due to either not yet having a driver's license or not having access to a personal vehicle.

DRAFT

Figure 4: Youth Population (18 and Under)



DRAFT

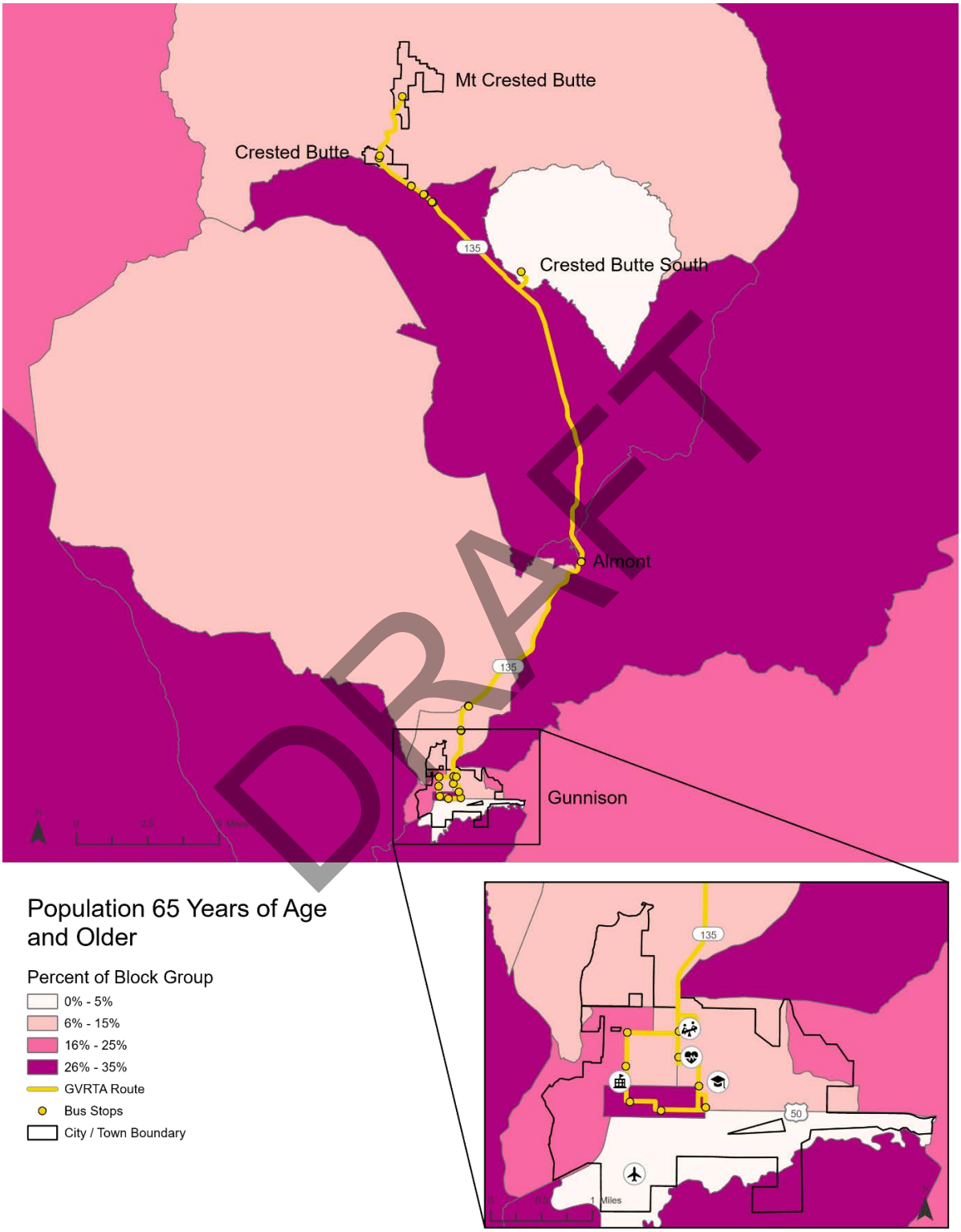
Source: U.S Census ACS, 2017-2021

Older Adult Population (65 and Older)

Figure 5 shows the percentage of the block group that is 65 years and older. The highest concentration of older adults can be found in central Gunnison and in unincorporated Gunnison County. This has changed from the 2016 study; in 2016, there was a higher population of older adults in Gunnison and now there is a higher concentration of older adults in unincorporated Gunnison County. Like youth populations, older adults are more likely to depend on transit to access destinations like community centers, grocery stores, and medical centers. This can be for several reasons, including mobility and health issues, inability to drive, or a desire to limit the risks associated with driving. GVRTA does have a Senior Bus Service that can be scheduled in advance.

DRAFT

Figure 5: Older Adult Population (65 and Older)



DRAFT

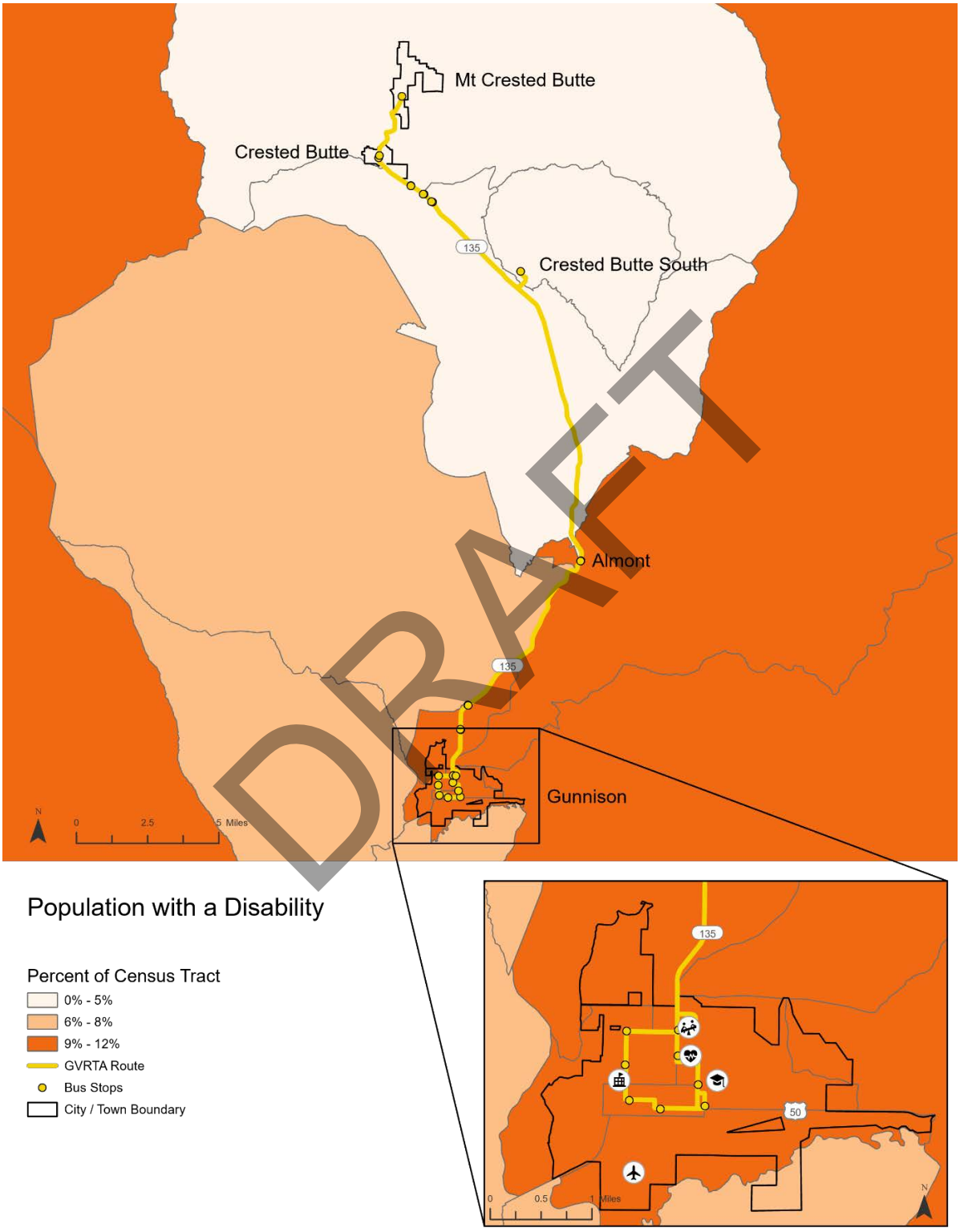
Source: U.S Census ACS, 2017-2021

Population with a Disability

Figure 6 shows the percentage of the census tract that has a disability. The City of Gunnison and unincorporated Gunnison County have the highest concentrations of people with a disability, which is similar to the 2016 study. People with a disability may rely more on public transportation because the disability may prevent the person from being able to drive. The GVRTA buses can accommodate wheelchairs but because GVRTA is a commuter service, it is not required to provide ADA paratransit services, such as deviating from the route.

DRAFT

Figure 6: Population with a Disability



DRAFT

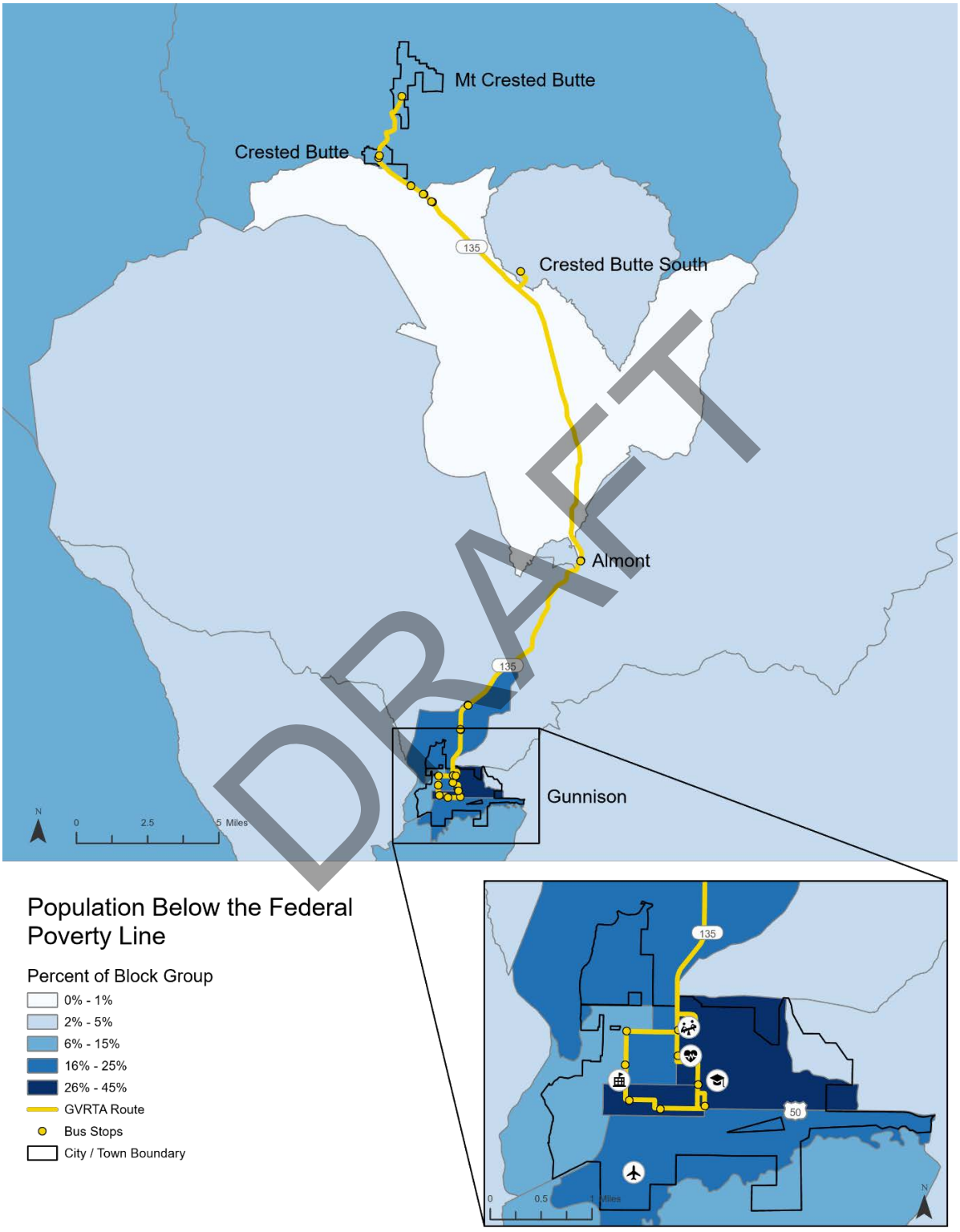
Source: U.S Census ACS, 2017-2021

Population Below the Federal Poverty Line

Figure 7 shows the percentage of the block group below the federal poverty line. The highest concentration of low-income population lives in central and northeastern Gunnison. The census block in northeast Gunnison has the highest percentage of the population below the federal poverty line with 43% of the population. In central Gunnison, 39% of the population is below the federal poverty line. Seven out of nine bus stops in Gunnison live in the census blocks with the highest percentage of low-income residents. The low-income population tends to depend on transit more than the population with more disposable income, and GVRTA's fare-free service provides a critical advantage for low-income populations.

DRAFT

Figure 7: Population Below the Federal Poverty Line



DRAFT

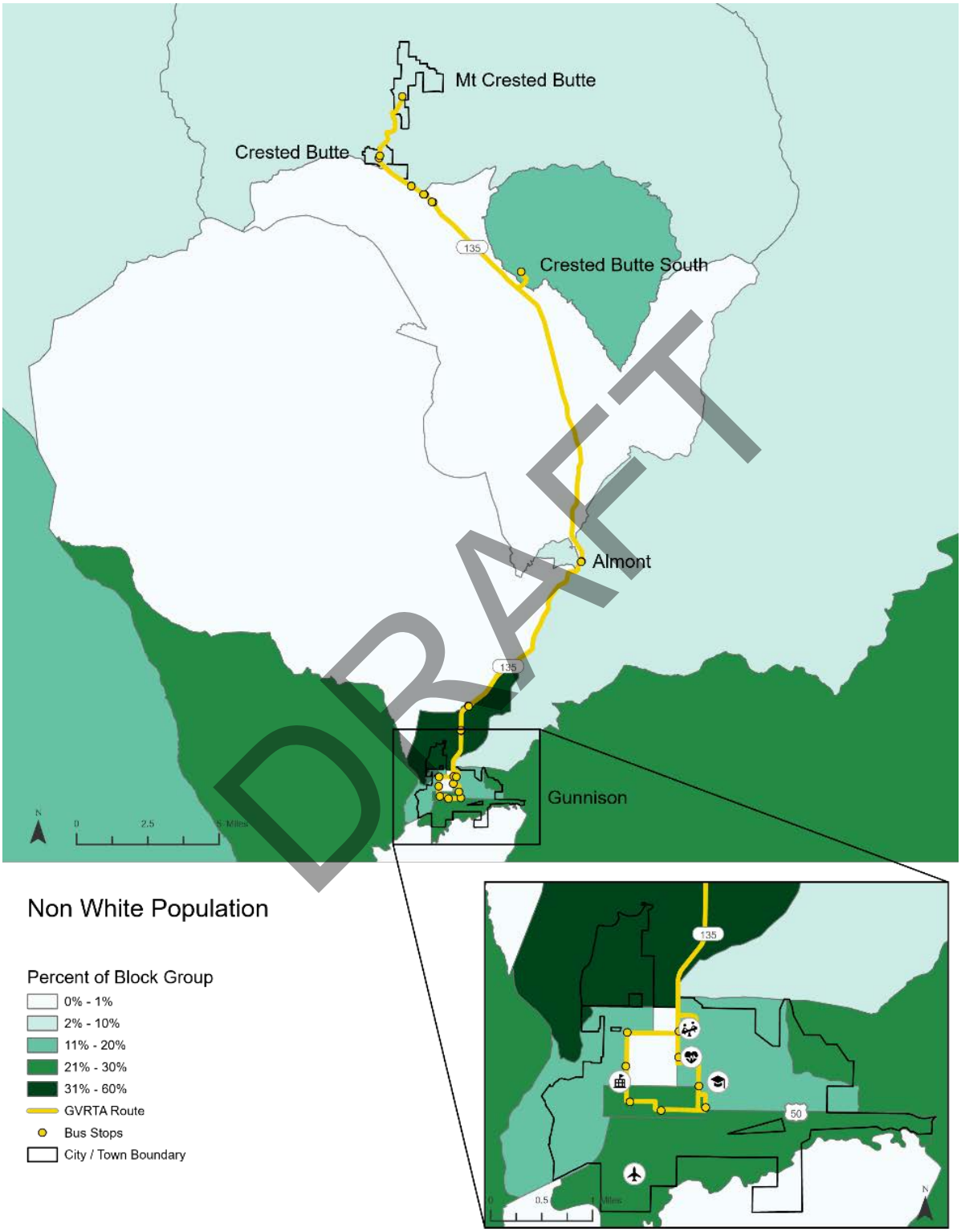
Source: U.S Census ACS, 2017-2021

Non-White Population

Figure 8 shows the percentage of the block group that identifies as non-white. The block group with the highest percentage of non-white residents is in northern Gunnison on either side of Highway 135. Although this factor does not directly affect the ability to access transit, this is a factor that is tracked for purposes of equity in transit access. This factor should be accounted for in ensuring that GVRTA is providing service to historically underserved communities.

DRAFT

Figure 8: Non-White Population



DRAFT

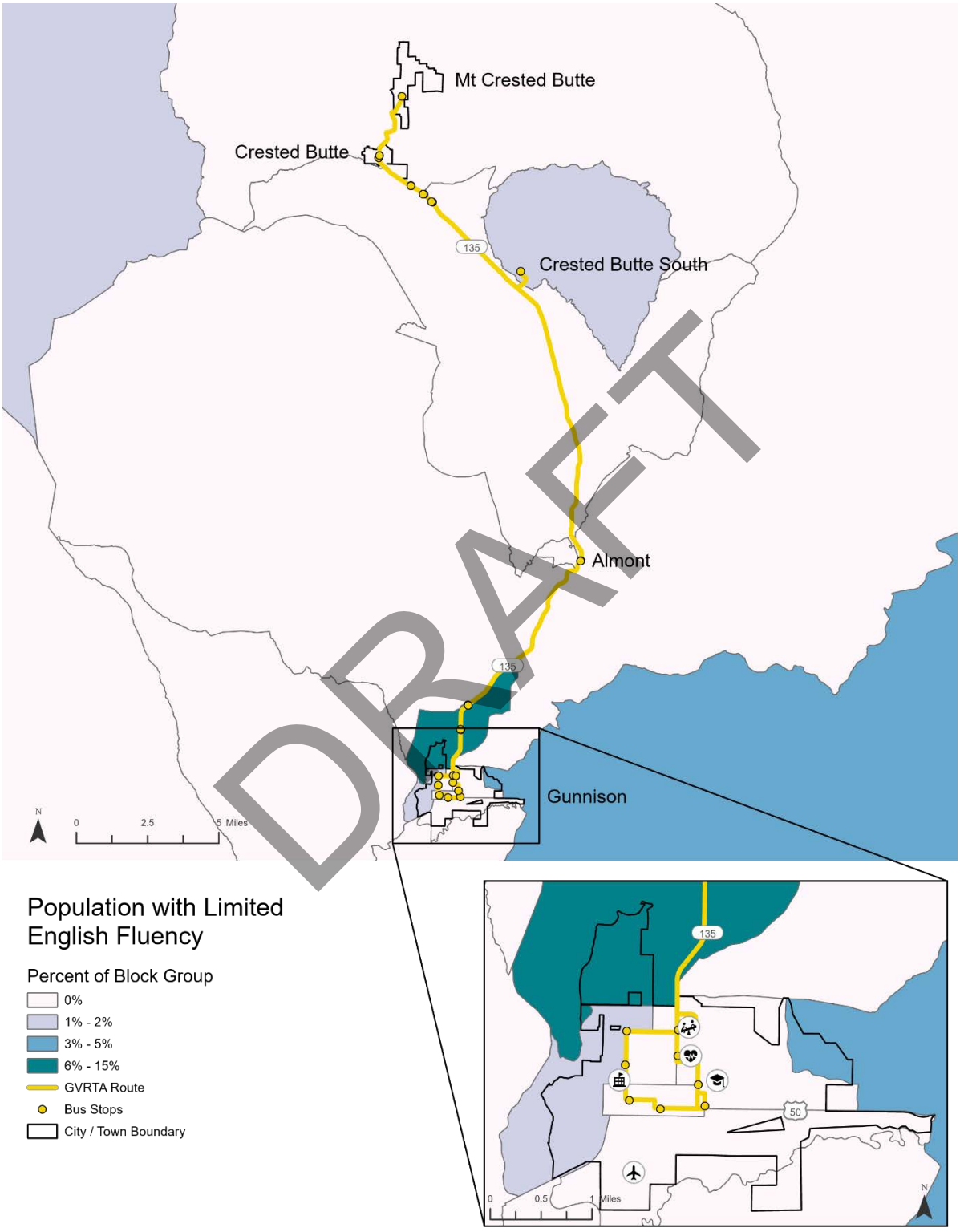
Source: U.S Census ACS, 2017-2021

Limited English Proficiency

Figure 9 shows the percentage of the block group that has limited English proficiency. The block group that has the most limited English proficiency is in northern Gunnison on either side of Highway 135, which is the same block group that has the highest percentage of non-white residents. Part of an effective transit system is meeting the needs of the population it serves, including language accessibility. This metric was not evaluated in the 2016 study.

DRAFT

Figure 9: Limited English Proficiency



DRAFT

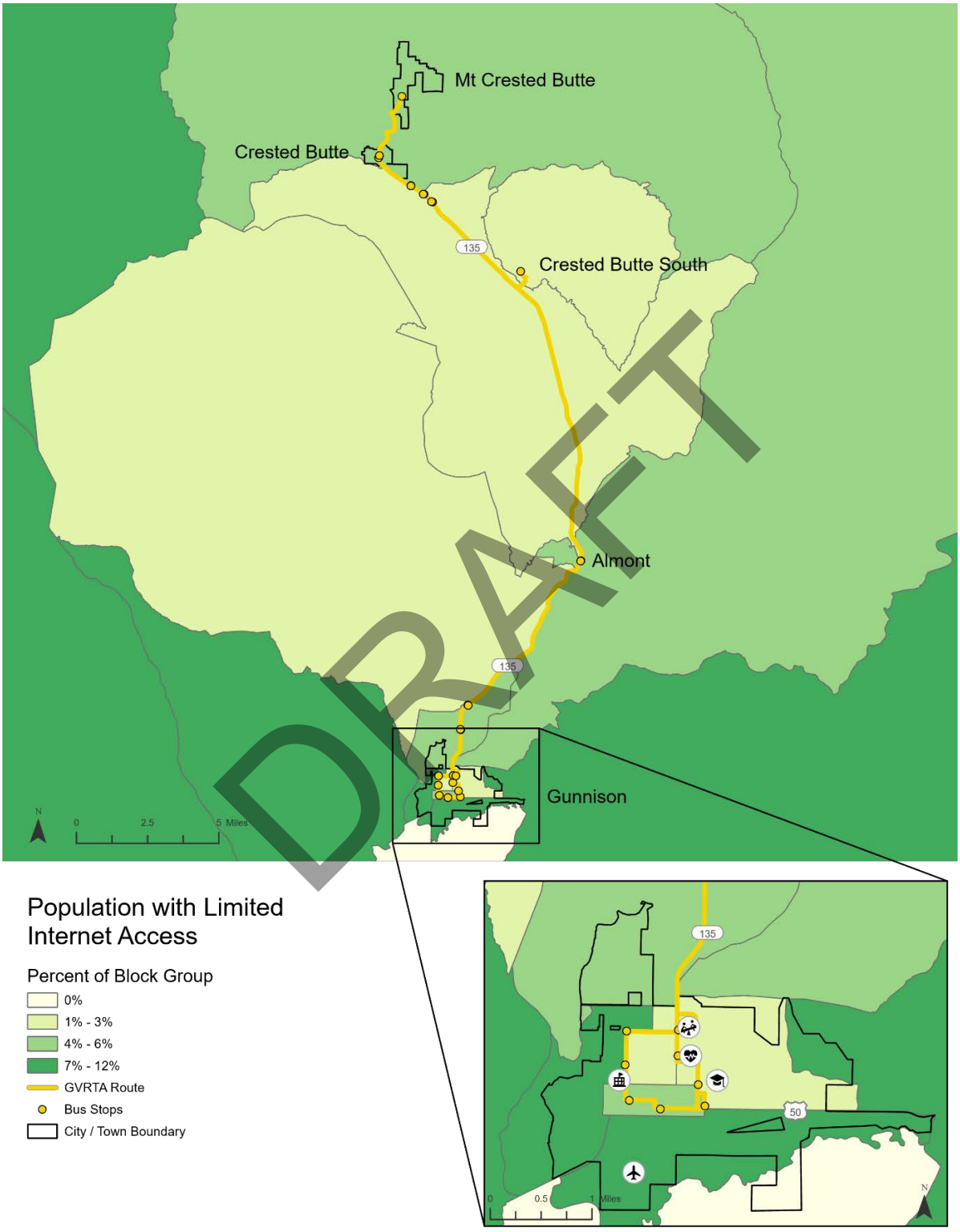
Source: U.S Census ACS, 2017-2021

Limited Internet Access

Figure 10 shows the percentage of the block group that has limited access to internet. Although this factor does not directly affect transit usage, limited internet access can be correlated to lower income and other equity factors. This also means that communicating transit updates, changes, or other traveler information can be more difficult when it is only online. This metric was not evaluated in the 2016 study.

DRAFT

Figure 10: Limited Internet Access



DRAFT

Source: U.S Census ACS, 2017-2021

Economic and Commuting Characteristics

Economic and commuting characteristics were evaluated using U.S. Census data and Longitudinal Employer-Household Dynamics (LEHD) data. These characteristics help understand what types of trips GVRTA may be able to support, based on the existing travel patterns.

Employment Sectors

Table 1 shows the job sectors in Gunnison County. The largest sector in Gunnison County is Arts, Entertainment, and Recreation, and Accommodation and Food Services with 21% of employment followed by Educational Services, and Health Care and Social Assistance with 20% of the employment. Considering that many jobs within those top two categories (40% of the jobs in Gunnison County) are more likely to be in-person, transit can be more successful when it reliably provides access both for the employees and the patrons of the businesses.

DRAFT

Table 1: Job Sectors in Gunnison County

Job Sector	Employees	Percent
Arts, Entertainment, Recreation, and Accommodation and Food Services	2,180	21%
Educational Services, and Health Care and Social Assistance	2,047	20%
Professional, Scientific, and Management, and Administrative and Waste Management Services	1,176	11%
Retail Trade	1,118	11%
Construction	1,057	10%
Other Services, Except Public Administration	561	5%
Finance and Insurance, and Real estate and Rental and Leasing	552	5%
Public Administration	515	5%
Other	1,208	12%
Total Jobs	10,414	100%

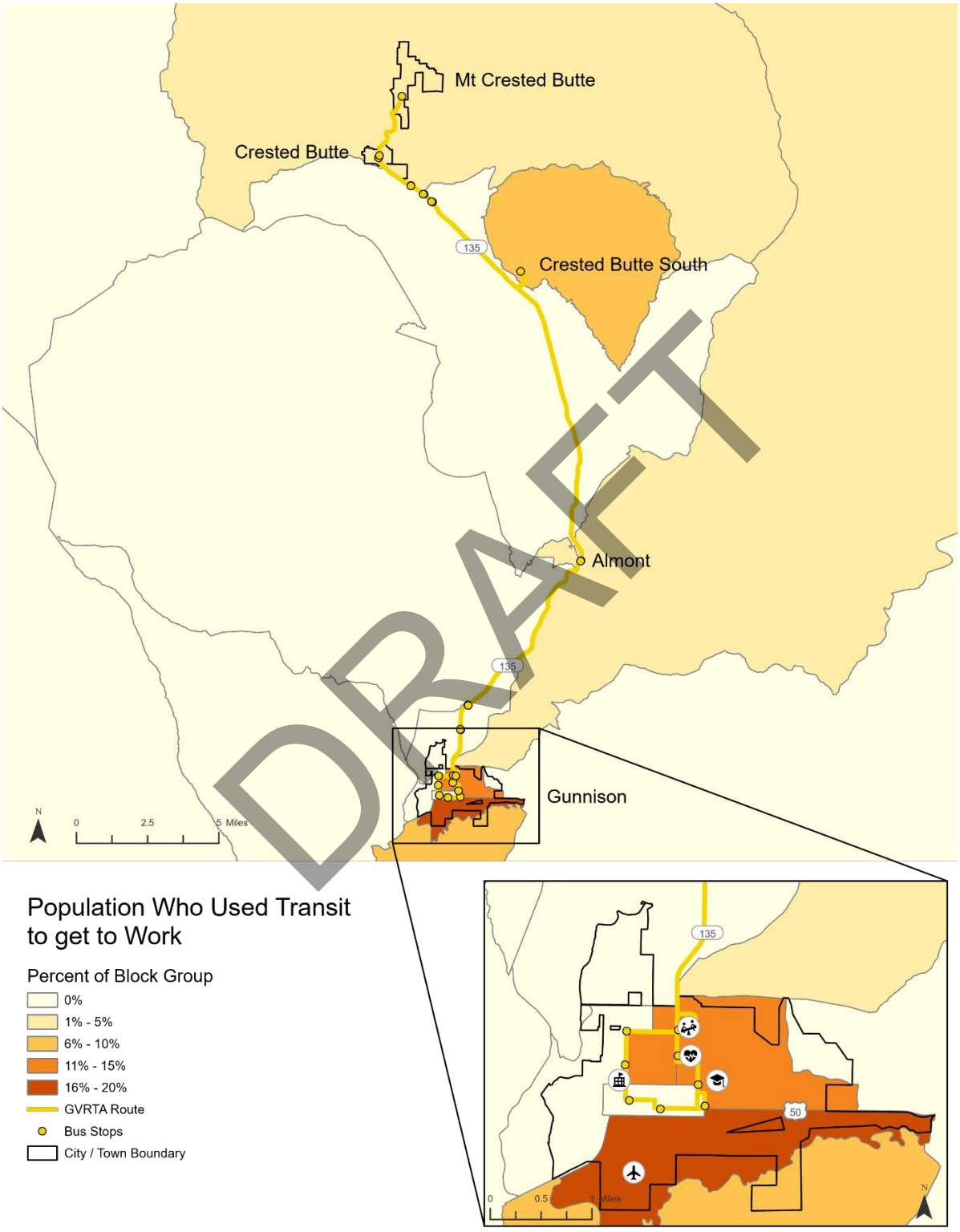
Source: U.S Census ACS 5-Year Estimates, 2022. Table DP03.

Commuting Characteristics

Commuting characteristics, such as the mode of travel to work, distance traveled to work, and home/work location are described in this section. **Figure 11** shows the population that uses transit to get to work. The City of Gunnison has the highest percentage of people that use transit to get to work in the study area, which is not surprising, knowing that GVRTA services are the predominant way people will use transit if they choose to use transit to get to work. **Figure 12** shows people who drove alone to get to work, and unincorporated Gunnison County has the highest percentage of people that drove to work alone. This inverse relationship between those who take transit compared to those who drive alone is partially a correlation to where transit services exist. In addition, this pattern shows that there may also be barriers that may prevent someone from taking transit. Although this is not shown in the demographic data, and is better informed by the public outreach, these barriers can include service frequency, bus stop location, availability of a parking location, first/last mile connections, and the need for personal vehicle use as part of the job (such as construction or maintenance).

DRAFT

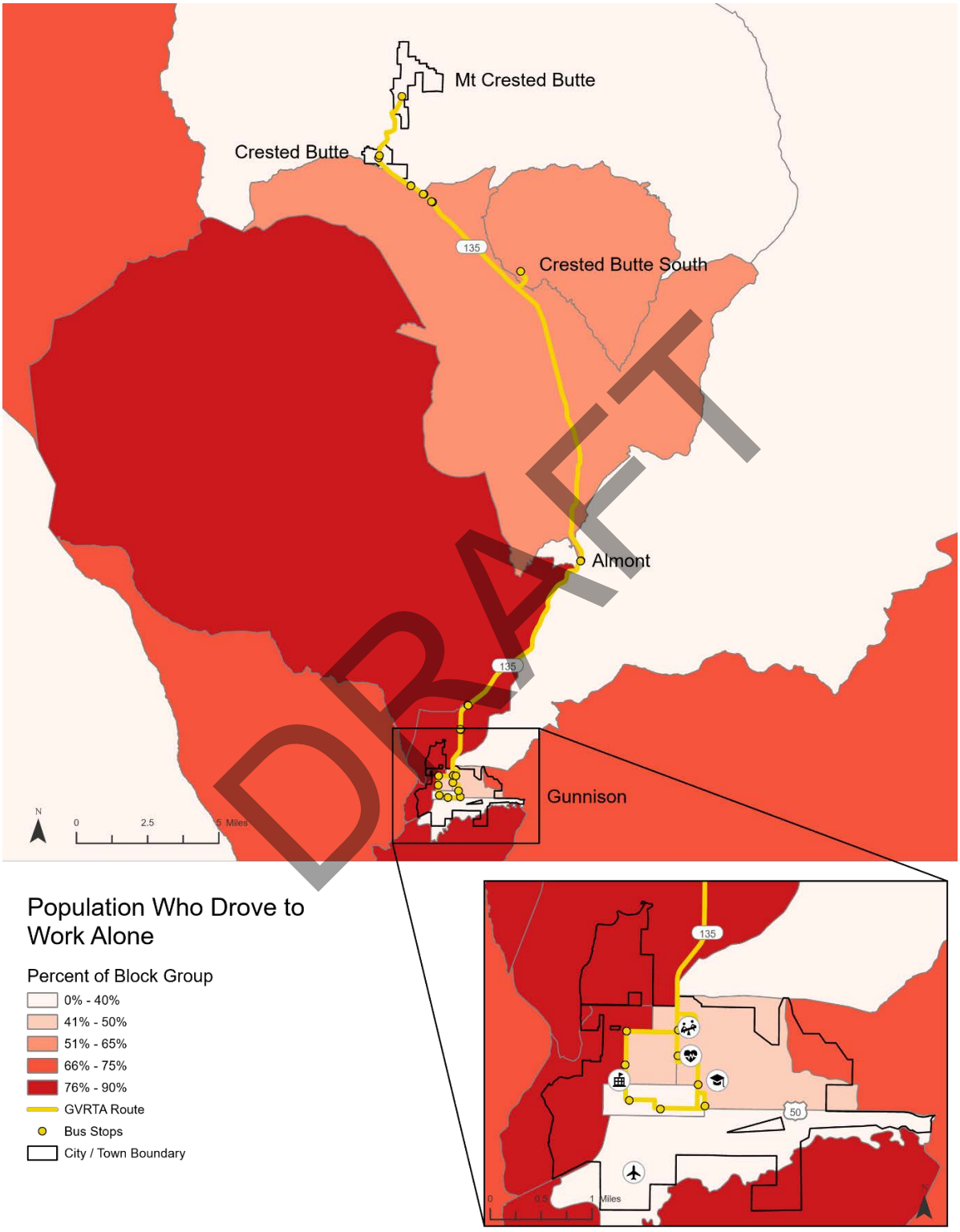
Figure 11: Population Who Used Transit to Get to Work



DRAFT

Source: U.S Census ACS, 2017-2021

Figure 12: Population Who Drove to Work Alone



DRAFT

Source: U.S Census ACS, 2017-2021

Distance Traveled to Work

The distance traveled to work analysis shows the distance between residence and employment locations for workers employed or living in the selected area. For this analysis, the City of Gunnison, Crested Butte, and Mt. Crested Butte were used as areas for comparison. **Table 2** shows the results of the distance traveled to work analysis. In all the areas, the highest percentage of workers and people living in the area commute less than 10 miles. According to the census, the average time to travel to work is 17 minutes.

Table 2: Distance Traveled to Work

Distance Traveled	Gunnison		Crested Butte		Mt. Crested Butte	
	People living in area to work	People working in area to home	People living in area to work	People working in area to home	People living in area to work	People working in area to home
Less than 10 miles	45.7%	66.2%	52.1%	32.7%	52.1%	30.7%
10 – 24 miles	16.4%	6.6%	9.2%	28.6%	7.7%	23.2%
25 – 50 miles	2.4%	3.4%	2%	4.2%	3.2%	9.9%
50+ miles	35.5%	23.7%	36.7%	34.5%	37%	36.1%

Source: LEHD, 2021

Commute Patterns

The inflow/outflow analysis shows the number of workers flowing in to, out of, and within a selected area. For this analysis, the City of Gunnison, Crested Butte, and Mt. Crested Butte were used as areas for comparison. **Table 3** shows the results of the inflow/outflow analysis. Gunnison has an almost equal split between workers that live and work in the area and workers that live outside of the area. In Crested Butte and Mt. Crested Butte, most of the workers do not live there, which means that employee access to these towns is a transportation need, and something that can be fulfilled by GVRTA's services.

Table 3: Inflow/Outflow Analysis

Inflow/Outflow of Jobs	Gunnison		Crested Butte		Mt. Crested Butte	
	Count	Percent	Count	Percent	Count	Percent
Employed in Area	3,407	100%	1,542	100%	684	100%
Employed in Area but Live Outside	1,910	56.1%	1,380	89.5%	649	94.9%
Employed in Area and Live in Area	1,497	43.9%	162	10.5%	35	5.1%
Live in Area	3,551	100%	607	100%	311	100%
Live in Area but Employed Outside	2,054	57.8%	445	73.3%	276	88.7%
Live in Area and Employed in Area	1,497	42.2%	162	26.7%	35	11.3%

Source: LEHD, 2021

DRAFT

Work/Home Destination Analysis

The work/home destination analysis shows the home or work locations of workers employed or living in the selected area. **Table 4** displays the results of the analysis. In the City of Gunnison, 44% of the workers live in Gunnison and 54% of the workers live in a different location that is not Crested Butte or Mt. Crested Butte. In Crested Butte, 19% of the workers live in the City of Gunnison and 65% of the workers live in a different location that is not Crested Butte or Mt. Crested Butte. In Mt. Crested Butte, 20% of the workers live in the City of Gunnison and 64% live in a different location that is not Crested Butte or Mt. Crested Butte. These numbers show that a significant portion of the workers in Crested Butte and Mt. Crested Butte live in Gunnison, and again offer insight into the important role GVRTA can play in this commuting pattern.

Table 4: Work/Home Destination Analysis

	Gunnison		Crested Butte		Mt. Crested Butte	
	Count	Percent	Count	Percent	Count	Percent
Employment Location (where residents in the area work)						
Gunnison	1,497	42%	41	7%	27	9%
Crested Butte	290	8%	162	27%	90	29%
Mt. Crested Butte	134	4%	75	13%	35	11%
All Other Locations	1,630	46%	329	53%	159	51%
Residence Location (where workers in the area live)						
Gunnison	1,497	44%	290	19%	134	20%
Crested Butte	41	1%	162	10%	75	11%
Mt. Crested Butte	27	1%	90	6%	35	5%
All Other Locations	1,842	54%	1,000	65%	440	64%

Source: LEHD, 2021

DRAFT

Existing GVRTA Service

GVRTA provides a year-round free bus transporting residents, employees, and visitors between Gunnison, Crested Butte, and Mt. Crested Butte. The RTA currently contracts with Alpine Express to operate both northbound (NB) and southbound (SB) directions from 5 AM to midnight.

GVRTA passenger trip numbers have grown by almost 300% in less than a decade. In 2016, the RTA provided 11 trips per day in the summer and 17 ran in the winter of 2016-2017, totaling 8,000 trips annually. In summer 2023, the RTA ran 28 trips every 30-50 minutes daily and 41 trips every 30-35 minutes daily in the winter with a total of 22,000 trips in 2023. The summer 2024 schedule increased the number of trips to 33 trips, and 41 trips is the current maximum number of trips with the existing fleet, except for possibly extending the service earlier or later into the day.

The NB direction serves 17 stops in a roughly one-hour trip between Gunnison Recreation Center and Mt. Crested Butte Transit Center. When the bus travels in the SB direction, it serves 10 stops in about 46 minutes between Mt. Crested Butte and Gunnison. Including bus driver layover time, the current total run time is two hours and five minutes. Within Gunnison, the bus acts as a circulator before traveling to Mt. Crested Butte. During the winter schedule, the first NB bus runs at 5:21 AM and arrives at 6:25 AM in Mt. Crested Butte, and the SB bus leaves at 6:40 AM and arrives at 7:26 AM in Gunnison. The last NB bus leaves at 10:11 PM arriving at 11:15 AM, then traveling south at 11:30 AM arriving in Gunnison at 12:16 AM. Both summer and winter schedules are described in **Table 5**.

DRAFT

Table 5. Existing Transit Service Span and Frequency

Route	Route Description	Service Hours		Service Frequency Peak (Off-Peak)	
		Summer	Winter	Summer	Winter
NB	Gunnison to Mt. Crested Butte	5:21 AM – 11:15 PM	5:21 AM – 11:17 PM	AM: 30-35 PM: 15-20 (30-50)	15-20 (30-35)
SB	Mt. Crested Butte to Gunnison	6:40 AM – 12:16 AM	6:40 AM – 12:16 AM	AM: 30-35 PM: 15-20 (30-50)	15-20 (30-35)

Source: GVRTA

System Coverage

System coverage refers to the geography to which GVRTA provides services. Beyond knowing the routing of the bus, it is also critical to evaluate where geographic gaps may be present so that GVRTA can understand if any changes to its services need to be made.

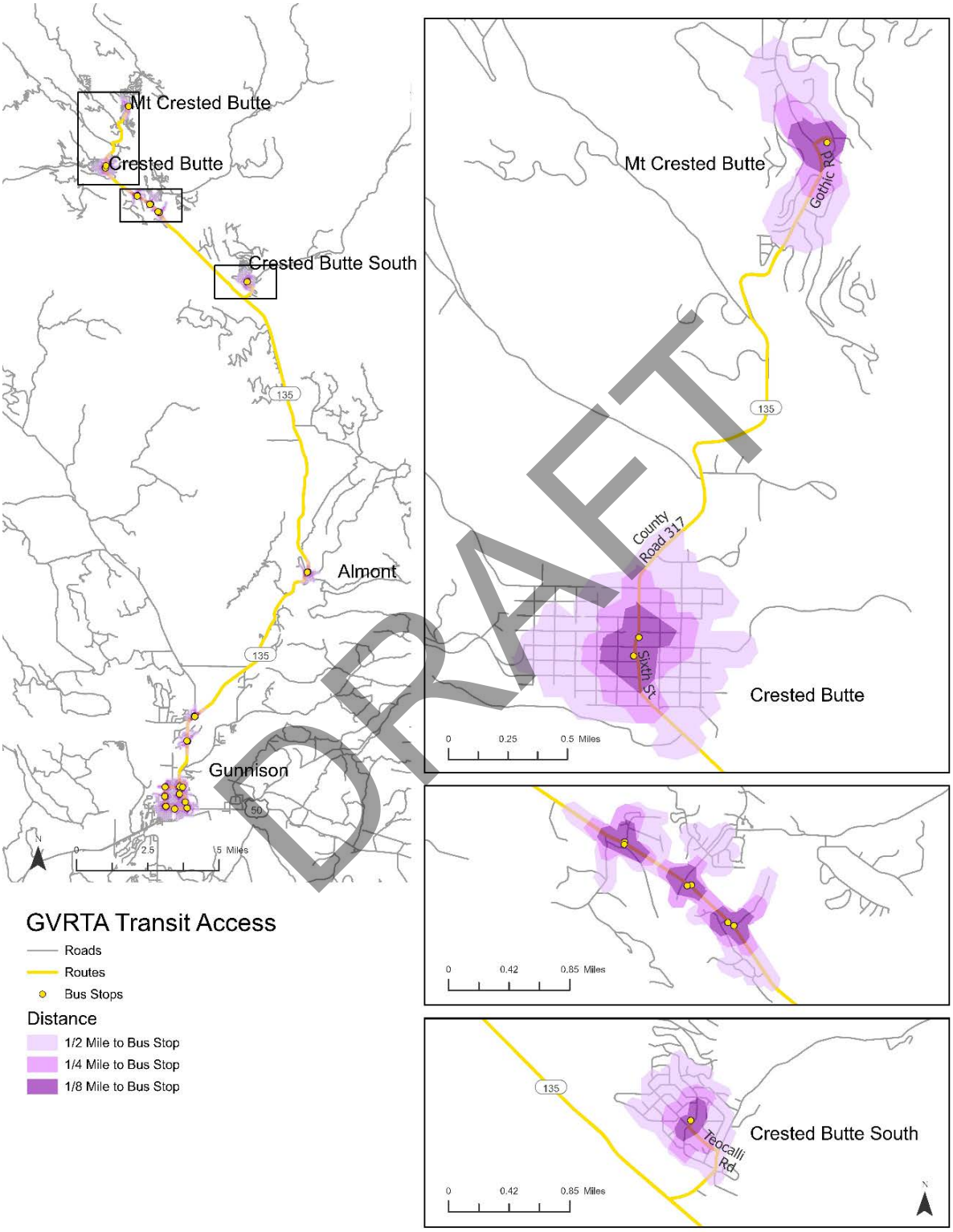
Geographic Gaps

Figure 13 and **Figure 14** display the GVTRA communities within an eighth mile, a quarter mile, and a half-mile distance to the nearest GVRTA bus stop via the roadway network. These lengths are the typical distances people are willing to walk to access the bus, depending on weather, slope, available sidewalks, and other environmental and personal characteristics.

The maps show that the unincorporated communities with lower density (such as near the Riverbend, Brush Creek, Almont, and Ohio Creek stops) do not have a convenient walking distance to the GVRTA bus stops. Furthermore, there are many gaps within the municipalities of Gunnison, Crested Butte, and Mt. Crested Butte that are beyond a quarter mile from the transit stops. The northern and southern sides of Mt. Crested Butte, most of the western side of Crested Butte, along with the south and central area of Gunnison are among the areas beyond a quarter mile from GVRTA bus stops. Although GVRTA's goals do not specifically aim to address intra-community connectivity, GVRTA can be a part of the conversation that ensures that people who use its commuter bus have easy access and first/last mile connections to the bus. Furthermore, overlaying these geographic gaps with some of the demographic data can be insightful in understanding whether GVRTA's current routing is providing service to those who really need it and use it.

DRAFT

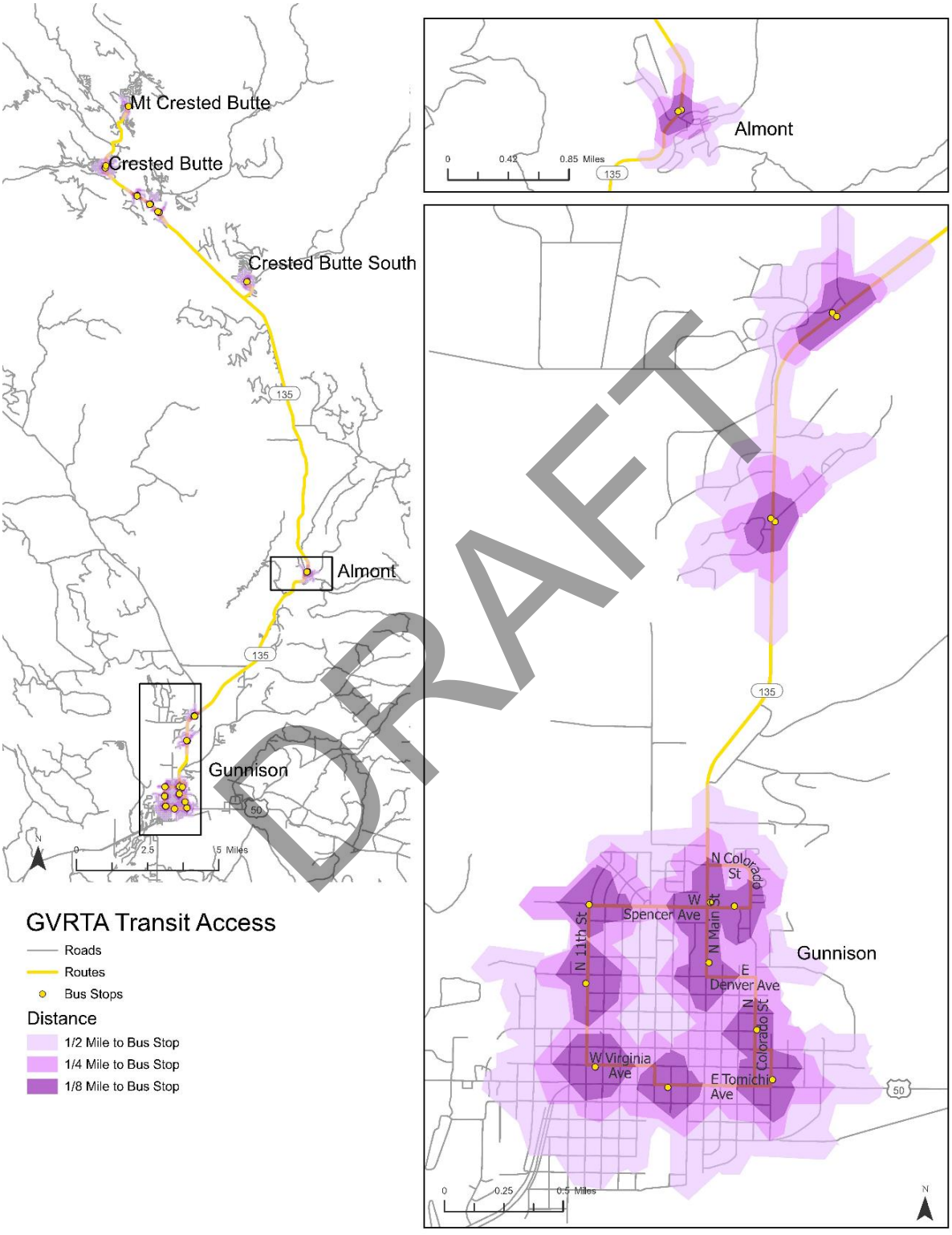
Figure 13. GVRTA Transit Access in Mt. Crested Butte, Crested Butte, CB South



DRAFT

Source: Fehr & Peers
Note: The map does not display transit access to the Mountain Express routes in Crested Butte.

Figure 14. GVRTA Transit Access in Almont and Gunnison



DRAFT

Source: Fehr & Peers

Ridership

The success of existing transit is often measured by ridership, and this section describes GVRTA's historical annual ridership, historical monthly ridership, and the 2023 ridership by stop.

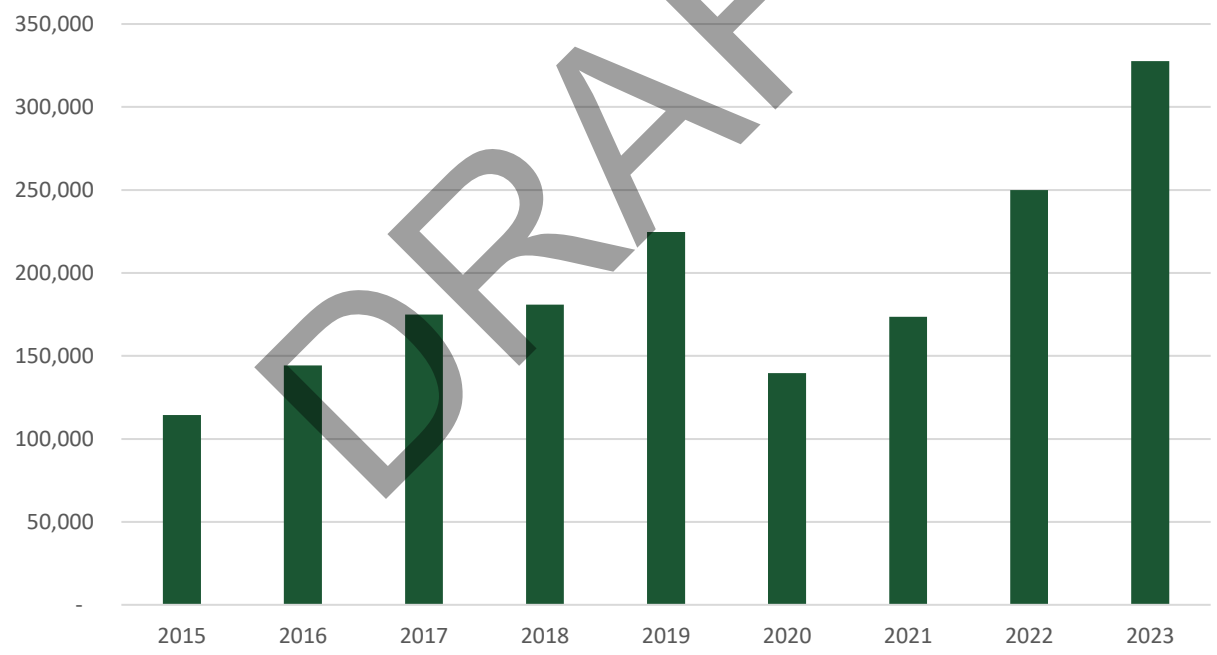
Annual Ridership

GVRTA ridership has grown by 186% since 2015. The number of passengers has multiplied by 2.9 times from 114,414 riders in 2015 to 327,692 riders in 2023 as shown in **Figure 15**.

During the 2020 COVID-19 pandemic, the ridership number decreased by 38% compared to 2019, but it rapidly increased afterward with a 20%-40% growth rate yearly.

With such immense growth, a key part of this strategic plan is determining the best plan of actions to accommodate this rapid growth and success over the next five years.

Figure 15. GVRTA Annual Ridership



DRAFT

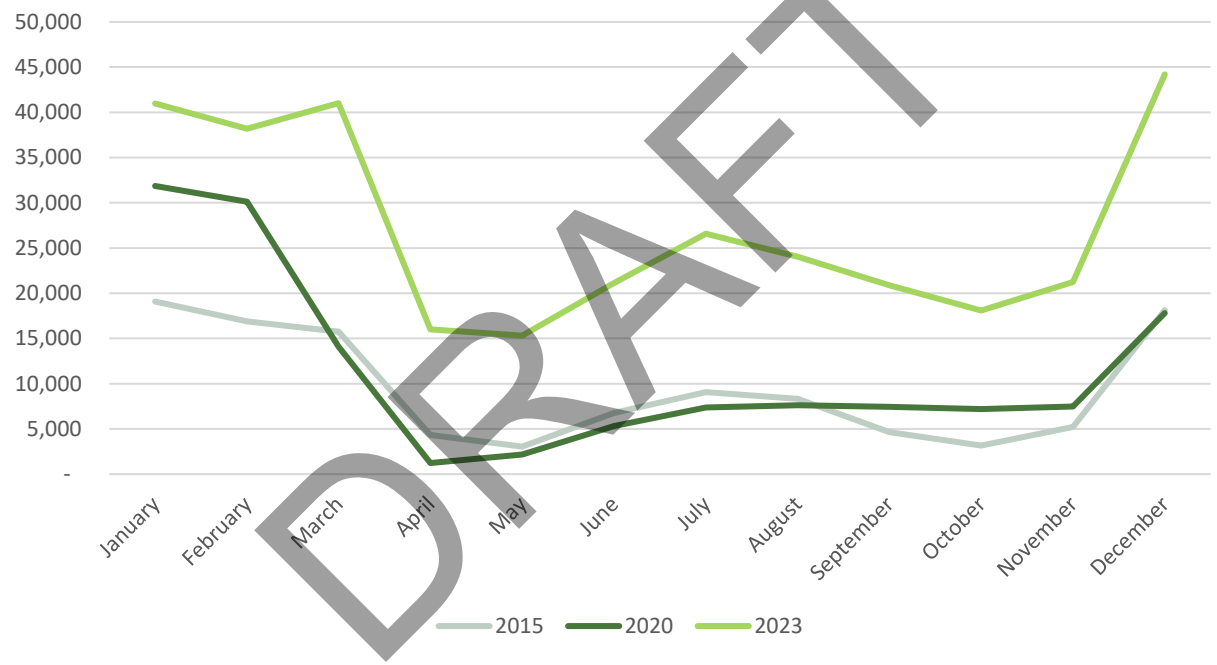
Source: GVRTA

Monthly Ridership

Consistent with the annual ridership, monthly ridership has also grown since 2015 with a small drop during the pandemic.

Figure 16 displays distinct ridership trends between the winter and summer schedule periods, with winter ridership typically being double the summer ridership but larger growth year over year in the summers. Monthly ridership for the winter (December-March) has grown by 135% from 17,465 passengers in 2016 to 41,097 passengers in 2023, and summer (April-November) ridership has grown by 267% with 14,844 passengers more in 2023 than in 2015.

Figure 16. GVRTA Monthly Ridership



DRAFT

Source: GVRTA

Ridership by Stop

Figure 17 and **Figure 18** shows the ridership by stops calculated by the average daily boardings of each direction in 2023. The stops within municipal boundaries typically have higher daily ridership compared to stops in the unincorporated communities along the route.

The SB ridership is more concentrated compared to NB stops ridership aligning with the number of stops available within each municipality, as detailed in **Table 6**. The Mt. Crested Butte Transit Center stop and the Crested Butte 4-Way stop are the only transit stops the RTA makes on the north end of the valley. Both stops have more than 160 average daily boardings. Meanwhile, six out of nine stops within Gunnison have more than 40 average daily boardings with the stop at Teller & US-50 having the highest average ridership of 60 people daily. This data likely indicates more transit usage for regional transit purposes between the three municipalities.

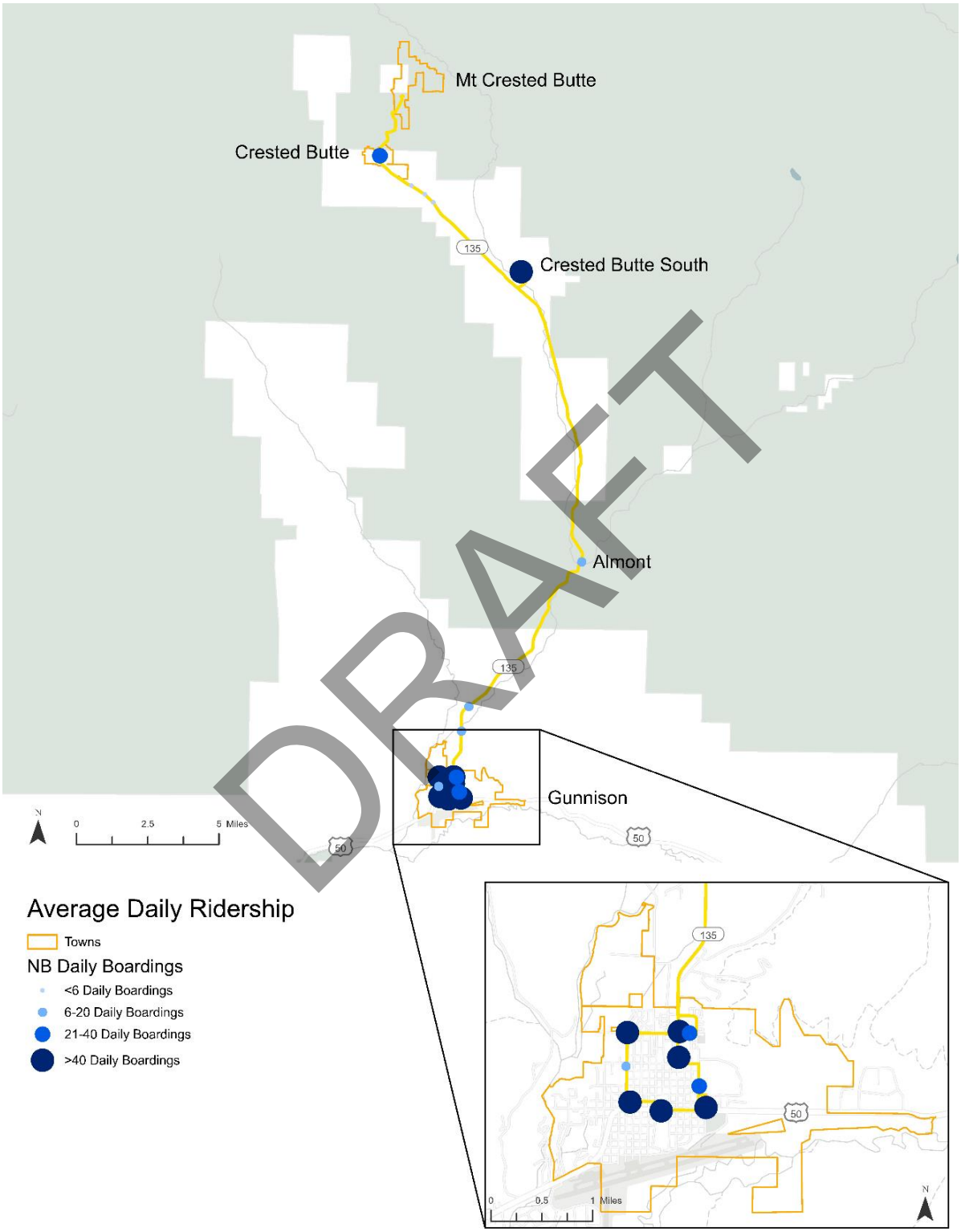
Table 6. Stops with the Highest Ridership

Transit Route	Transit Stop	Average Daily Boardings
SB	Mt. Crested Butte Transit Center	165
SB	Crested Butte 4-Way Stop	161
NB	Teller & US-50	60
NB	Spencer & Hwy 135	52
NB	11th & Virginia	48
NB	Safeway (Pine & US-50)	48
NB	CB South	47

Source: GVRTA

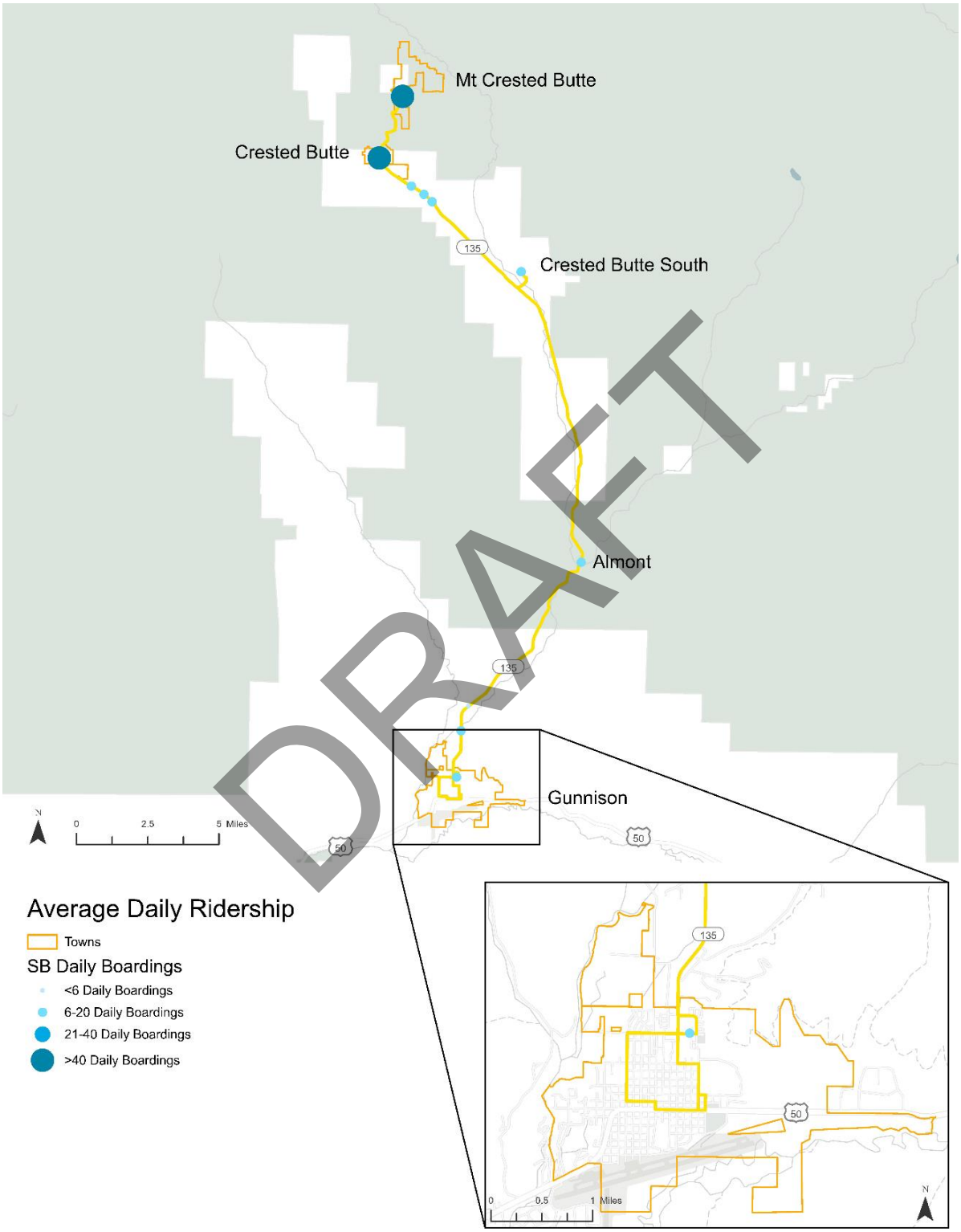
DRAFT

Figure 17. NB Ridership by Stops



Source: GVRTA

Figure 18. SB Ridership by Stops



DRAFT

Source: GVRTA

System Performance

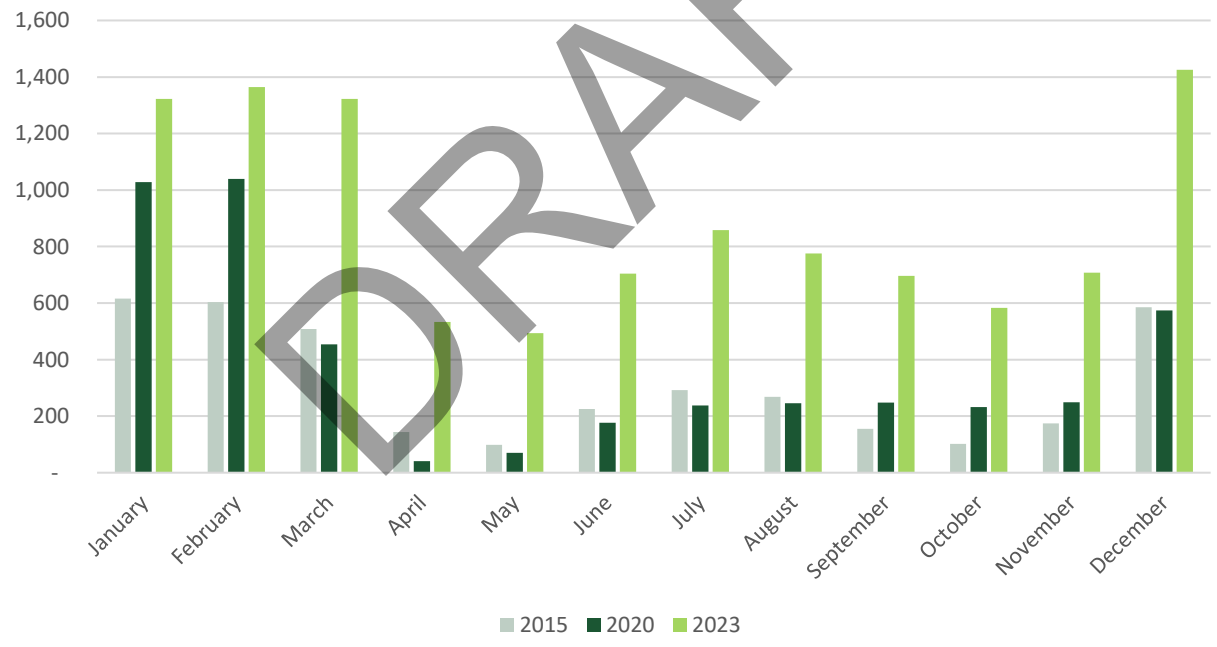
Although ridership is the key factor in evaluating success, the system's performance and productivity for accommodating that ridership is what drives strategic and capital decisions.

Passengers per Day

The average number of passengers per day served by GVRTA has more than doubled from 2016 to 2023. There were 400 average passengers per day in 2015 and 1,014 average passengers per day in 2023.

The month with the highest number of riders slightly switched in winter 2023 compared to winter 2015, and May remains the month with the lowest ridership. December 2023 recorded 44,198 riders in total, averaging 1,426 people per day compared to 616 daily riders in January 2015. Although May has the lowest ridership, the May 2023 average of 494 daily riders is four times the 98 riders in May 2015, showing the exponential growth of GVRTA's ridership.

Figure 19. GVRTA Passengers per Day



Source: GVRTA

DRAFT

Passenger per Revenue Hour & Passenger per Revenue Mile

As GVRTA has provided more frequent transit services in recent years for the growing demands, there are more trips made daily resulting in more revenue hours and more revenue miles. More trips led to more distributed passengers throughout the day, therefore fewer people were transported in a single revenue hour/mile as detailed in **Table 7**. These metrics help evaluate the productivity of the transit system, and they help set performance metric goals for the future as the system continues to grow.

Table 7. Passenger per Vehicle Hour from 2015 to 2023

Year	Passengers	Vehicle Hours	Vehicle Miles	Passenger/ Vehicle Hour	Passenger/ Vehicle Mile
2015	114,414	5,657	187,817	20	0.6
2016	144,194	8,011	282,945	18	0.5
2017	174,839	8,963	323,025	20	0.5
2018	180,996	9,671	322,166	19	0.6
2019	224,718	12,833	427,192	18	0.5
2020	139,679	13,750	425,850	10	0.3
2021	173,550	18,109	538,164	10	0.3
2020	249,945	19,297	601,591	13	0.4
2023	327,692	25,887	754,438	13	0.4

Source: GVRTA

DRAFT

Funding Mechanisms

The primary funding mechanism for GVRTA is a 1% sales tax collected throughout the district. This sales tax is not collected on groceries or energy, which helps ease the local burden on fully funding the transit system. The total sales tax revenue has grown steadily over the last few years, from about 4.2 million dollars in 2020 to 6 million dollars in 2023. Approximately 15% of this revenue goes toward funding the RTA's air service and senior transportation activities, while the other 85% goes to the general and capital funds, much of which is used for the commuter bus.

GVRTA also applies for support from the state and federal government. As displayed in **Table 8**, this support varies year to year, and the federal funding made available during the COVID-19 pandemic was an operational relief during 2021 and 2022. Looking at the pre-pandemic 2019 and the "more normal" 2022, there is a typical split of 90% of operating costs are funded by the local source (sales tax) and 10% are funded by the federal and state funds. On the capital side, these shares differ more widely from year to year not only because of external factors (such as a global pandemic), but also because GVRTA does not always need as intense of capital investments each year (such as building a facility or buying new buses).

DRAFT

Table 8: Funding Sources by Year

Funding Source	2019	2020	2021	2022	Funding Source	2019	2020	2021	2022
	Operating Expenses					***Capital Expenses***			
Federal and State Funds	11.4%	35.0%	46.4%	11.5%	Federal and State Funds	58.4%	26.9%	81.6%	86.5%
Local Funds	88.6%	65.0%	53.6%	88.5%	Local Funds	41.7%	73.1%	18.4%	13.5%

Source: National Transit Database, Federal Transit Administration

Knowing that many factors can impact available funding for GVRTA, creating a sustainable capital plan that can still accommodate and improve the commuter service will be a critical element to ensuring GVRTA's continued success over the next five years.

Plan Review

Previous plans were reviewed to ensure that the GVRTA Commuter Bus Service Strategic Operating and Capital plan builds upon the work that was already completed throughout the region. The plans in this section are organized by agency.

GVRTA Strategic Transit Plan and Senior Mobility Plan (2016)

The result of the 2016 Strategic Plan consists of two service plan recommendations and seven other types of recommendations, as seen in **Table 9**. Service plan recommendations mostly focus on frequency improvements of regular bus routes and the span of service to seven days a week for senior service. The plan also explored other types of improvements by responding to community surveys and other feedback related to stop locations and airport service. The plan also suggested service consolidations with other agencies for more efficient and effective service coordination. As detailed in the table, many of the recommendations were completed due to the ability to financially justify the improvement, and the recommendations that were incomplete were mostly due to factors external to GVRTA.

Table 9. 2016 Recommended Service Plan

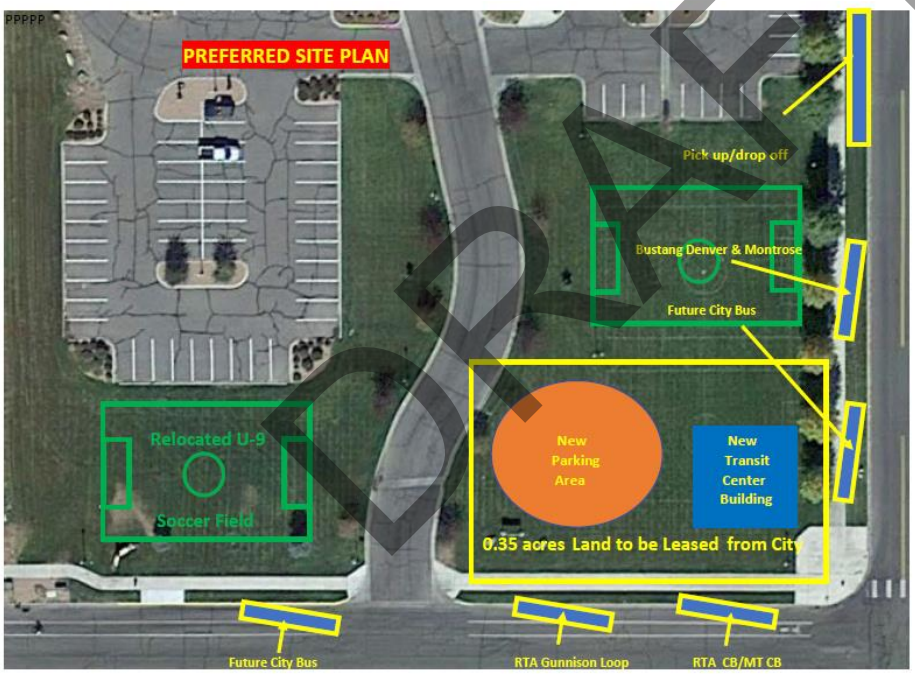
Recommendations	Details	Status (2023)
Service Plan Recommendations		
Modified Existing Service	Increase service frequency Slightly modify the route in Gunnison	Complete Complete
Senior Service	Improve operations to seven days a week	Complete
Other Recommendations		
Bus Stop Locations	Keep the Crested Butte stop location Relocate Safeway stop in Gunnison Keep the Crested Butte stop active	Complete Incomplete Complete
Bus Stop Improvements	Improve bus stops with better lighting, heat, and enclosure, and provide bus schedules at the flag stops at CO-135 flag stops	Mostly Complete
Bus Service to the Airport	No bus route expansion to the airport	Complete
Park-n-Rides Lots	Virginia Avenue and Spruce Street Ohio Creek Road Crested Butte South Brush Creek Road	Incomplete Complete Complete Incomplete
Passenger Surveys	Passenger Survey every two years	Incomplete
Consolidation of Senior Services	Combine the call center of Gunnison Senior Service and Crested Butte Senior Service	Incomplete
Consolidation of Fixed-Route Services	Consolidate GVRTA and Mountain Express	Incomplete

DRAFT

Gunnison Transit Center Plan (2023)

The Gunnison Transit Center Plan was adopted in February of 2023, but then declined in April 2023 due to written complaints about the site. The Gunnison Transit Center Plan (February 2023) defines what commuter bus service is, describes the desired elements of a transit center, establishes criteria for a transit center location, identifies possible locations for a Gunnison Transit Center, and selects a preferred location. This transit center would not only serve GVRTA's services, but also provide a mobility hub that could be used by other transit providers, provide restrooms and information kiosks, and be a location that promotes other mobility elements. Moreover, GVRTA already has a commitment from the state to help fund the development of the site. The location that was originally selected in February 2023 was on Spencer Avenue just south of the Gunnison Community Recreation Center. **Figure 20** shows the preferred site plan for the Gunnison Transit Center near the Gunnison Recreation Center.

Figure 20: Preferred Site Plan for Gunnison Transit Center



DRAFT

Since the decline of the plan in April 2023, GVRTA has been working to identify other potential locations that may work for the transit center. Additionally, GVRTA is focused on ensuring that the way in which the future site is communicated accurately depicts community sentiment. As part of this operating and capital plan, Fehr & Peers worked with GVRTA and the public to rename the facility to something that is more aligned with community expectations, identify a new location that met a set of criteria, and establish key amenities the site will have.

Gunnison Valley 2045 Regional Transportation Plan (2020)

The Gunnison Valley 2045 Regional Transportation Plan was adopted in October 2020. It is a long-range document that guides the development of a multimodal transportation system for the Gunnison Valley Transportation Planning Region (TPR). The plan included responses to a survey that was conducted in 2019 that asked transit and human services agencies in the region to rank desired transit priorities. The top three priorities are to increase service frequency, increase the span of service, and increase service coverage. These priorities will be kept in mind when the project team is developing recommendations for the GVRTA Commuter Bus Service Strategic Operating and Capital Plan. The plan also identified priority projects. The priority projects that may relate to the current effort are listed on **Table 10.**

Table 10: Gunnison Valley 2045 Regional Transportation Plan Priority Projects

Project Name	Project Description	Estimated Capital Cost	Estimated 10-Year Operating Cost	Project Benefits	Project Rank	Project Status
Crested Butte Storage Facility	Initial phasing of new bus storage facility in Crested Butte for Bustang storage. Serves Crested Butte Mountain Express, Gunnison Valley RTA, and Bustang/Outrider Gunnison to Salida and Denver.	$1,420,000	$1,580,000	Asset Management	5	Complete
Gunnison Transit Center and Parking Facility	Design and construct a transit center and parking in Gunnison.	$2,500,000	$360,000	Public health, mobility, quality of life	15	In Progress
Gunnison Valley RTA Bus Maintenance and Storage Facility	Design and construct a new maintenance and storage facility.	$4,000,000	$600,000	Asset Management	20	Complete
Shared Crested Butte Storage Facility for Outrider and Gunnison Valley RTA	1-acre lot; 6 bays; 6,000 square feet facility for bus storage.	$2,250,000	$240,000	Asset Management	26	Complete
Gunnison Valley RTA Bus Stop Improvements	Upgrading of Current Bus Stops and Construct New Bus Stops.	$1,500,000	$120,000	Public health, mobility, quality of life	28	Complete
Gunnison Valley RTA – Expansion Buses	Expand existing fleet by 3 buses.	$2,400,000	N/A	Public health, mobility, quality of life	Unranked	In Progress
Gunnison Valley RTA – Expanded Service Hours	Extend existing operating hours; $850k/year.	N/A	$8,500,000	Public health, mobility, quality of life	Unranked	In Progress

DRAFT

One Valley Resiliency Roadmap (2023)

Gunnison County adopted the One Valley Resilience Roadmap (OVRR) in October 2023 after receiving the Resiliency Roadmap grant from Colorado's Department of Local Affairs to address regional challenges like housing affordability, transportation planning, climate action, and community cohesion. The initiative builds on the 2016 One Valley Prosperity Project and recent local plans.

Regional goal setting allows leaders in the Gunnison Valley to collaborate on land use, transportation, and infrastructure policies while respecting each community's unique needs. They developed four key goals:

- **Enable compact development in responsible areas**: Prioritize walkable, transit-served neighborhoods, rural character, and community values while guiding growth efficiently.
- **Focus on moving people**: Enhance multimodal transportation connections between neighborhoods and communities and limiting highway expansion.
- **Create great places for people**: Design new developments with parks and streets that promote social interactions and community livability.
- **Minimize environmental and agricultural impacts**: Ensure land use and infrastructure decisions protect natural areas and support ranching, a key part of the Valley's heritage and economy.

These goals align with the Valley's priorities of building community, promoting social equity, and advancing climate resilience. There are four strategies created to accomplish the goals.

1. Commit to OVRR Community Planning Principles.
2. Build Systems and Capacity to Enable More Informed Planning, Policy and Development Decisions.
3. Enhance Multijurisdictional Planning & Coordinate Investment in Infrastructure & Transit.
4. Align Plans, Policies, and Procedures with Shared Regional Goals and Planning Priorities.

As GVRTA continues to be the primary regional transit service in Gunnison County, strategic route and service planning along with bus stop improvements help accomplish many of the goals set in the roadmap.

DRAFT

Crested Butte Community Compass (2022)

The Crested Butte Community Compass, adopted on November 7, 2022, is a five-year plan focused on sustainable growth, community well-being, and environmental stewardship. The plan was built around seven key goals:

1. **Collaborative Engagement**
2. **Sustainable Growth**
3. **Support for Residents**
4. **Preserving Character**
5. **De-emphasizing Cars**
6. **Environmental Protection**
7. **Climate Action**

Under the "de-emphasizing cars" goal, the plan plans to "promote walking, biking, and public transit to strengthen community connections and reduce environmental impact". This goal includes the six strategies detailed below in **Table 11,** which have direct impacts to coordinating with GVRTA's efforts in providing regional transit service.

Table 11. Goals and Strategies for "De-emphasizing Cars" per the Crested Butte Community Compass

Strategies	2022	2023	2024	2025	2026	2027
Comprehensive mobility reexamination through a Transportation Master Plan (TMP).		TMP				
Evaluate the design and functionality of streets, parks, and public spaces.		Traffic Calming Policy		Elk Avenue Streetscape Plan	Implement Elk Avenue Streetscape Plan	
Employ creative solutions			Parking Program		Implement TMP projects	
Infrastructure and utility improvements.	Street Condition Master Plan.				Implement TMP projects	
Prioritize and support innovative transit solutions to improve connectivity between communities while ensuring Highway 135 functions well as a two-lane rural road	Participate in the Brush Creek Intersection Planning and Design, Mountain Express's five-year plan, and CB to CB South Trail		Support projects and transit investments for Mountain Express and RTA.			
Analyze and improve Sixth Street				Sixth Street Master Plan		

DRAFT

Crested Butte Transportation Mobility Plan (2024)

The Town of Crested Butte finalized its 2024 Transportation Mobility Plan (TMP) that de-emphasizes cars and focuses on walking, biking, rolling, and transit.

Challenge four of the plan discusses the limitations of local transit on service area and frequency leading to inconvenient travel experiences for people of all ages and mobility levels despite two transit systems, Mountain Express and GVRTA, operating in the area.

Mountain Express is an intergovernmental agreement between the Towns of Crested Butte and Mt. Crested Butte to connect visitors and the community from the ski resort to the dining and entertainment options on Elk Avenue. The service focuses on circulating through Elk Avenue and Sixth Street on a seasonal schedule, with the most frequent headways occurring during the winter season.

Concerning GVRTA, the plan identified the first and last mile gap of most of the smaller communities around Crested Butte with lower density, spread out, and outlying recreational areas or the lower density employment centers in Riverland and Whetstone Industrial Park, as they are distant from a GVRTA bus stop.

Opportunities to lessen the gap identified in the plan include collaborating with the transit agency in the upcoming transit development plan to potentially increase the transit frequency, identify regional park-and-rides near Highway 135 adjacent to outlying communities to reduce the first and last mile gap, as well as improve the SB GVRTA stop in the Town.

Furthermore, the plan identifies three projects in its phasing plan that may be relevant to GVRTA:

- GVRTA Transit Development Plan, 2024 (this current effort)
- New SB Stops and Shelter, Pending TDP in 2026
- 4-Way Bike Storage & Shared Mobility Hub, Planning in 2025 and Construction in 2026

DRAFT

City of Gunnison Comprehensive Plan (2020)

The Gunnison 2030 Comprehensive Plan was finalized in March 2020 and serves as the city's official policy document, guiding development over the next 10 years. It addresses key issues including sustainable land use, transportation, pedestrian and bicycle mobility, environmental features, economic development, and community identity.

The plan's vision for transportation is to prioritize safety, convenience, and efficiency, supported by a robust multimodal network. The plan includes expanding the existing grid, enhancing sidewalks, bikeways, and trails, and providing seamless connections to regional paths. There are three relevant transportation goals identified in the plan:

1. **Improve Park-n-Ride Transit by 2020**
    - Create a masterplan to assess Park-n-Ride demand and implement recommendations.
    - Explore development of a high-frequency south valley circulator bus and enhance regional transit in coordination with the Gunnison Valley Rural Transportation Authority.
    - Establish Park-n-Ride transit connecting the City to the region.
2. **Develop an Integrated Multi-Modal Transportation System by 2030**
    - Regularly review roadways for maintenance and safety improvements.
    - Collaborate with CDOT and the County on a Strategic Transportation Access Control Plan (TACP) to improve highway access.
    - Ensure transportation corridors support the multi-modal system's safety and efficiency.
    - Work with Gunnison-Crested Butte Regional Airport to accommodate growing travel and freight demands.
    - Initiate renewable energy projects, including solar charging and electric vehicles.
3. **Develop Infrastructure for Non-Motorized Users by 2030**
    - Implement a multimodal streets policy to integrate with grant programs.
    - Incorporate cycling and walking infrastructure in future road projects.
    - Address sidewalk gaps and improve crossing safety at key intersections.
    - Build shared-use trails to enhance non-motorized mobility and recreational opportunities.
    - Ensure infrastructure supports seamless multi-modal access throughout the city by 2030.

As GVRTA continues to serve the City of Gunnison, collaboration on these goals, especially potential new park-and-rides and a south valley circulator bus, will be critical.

DRAFT

Town of Mt. Crested Butte Master Plan (2023)

The Town of Mt. Crested Butte Master Plan was adopted in January 2023. It is an advisory guide designed to help Mt. Crested Butte achieve its long-term vision and goals for the next 10-15 years. Mt. Crested Butte set goals, detailed in **Table 12**, to enhance the multimodal transportation network, improve mobility within the town for all modes of travel, and coordinate with regional partners to provide an enhanced multimodal transportation network that is convenient, reliable, intuitive, and efficient. GVRTA is listed as a partner in most of the policies and recommendations.

Table 12: Summary of Mt. Crested Butte Transportation Policies and Recommendations

Policies	Recommendations	Potential Partners	Timeline
Provide high-quality multimodal transportation infrastructure and wayfinding to facilitate movement.	Improve the existing Transit Center to better accommodate current and future operations and improve safety for buses, bicycles, and pedestrians.	Mountain Express, Gunnison Valley RTA	Short term and Mid-term
	Collaborate with regional transportation providers to improve bus routes and service schedules to provide year-round, consistent access to nearby locations and reduce transfers and wait times.		Short term and Mid-term
Improve pedestrian and bicycle connectivity and wayfinding to reduce single-occupancy vehicle travel.	Invest in improvements to pedestrian and bicycle connectivity and safety, adding sidewalks and trail connections throughout town.		Short term and Mid-term
	Ensure pedestrian access and enhance the aesthetic experience for pedestrians entering the commercial core by working with adjacent property owners to replace the existing pedestrian bridge and/or provide safe on-grade pedestrian crossing.		Mid-term
Promote parking alternatives that are a more efficient use of land and encourage a "park once" mentality.	Transition in-town parking lots to paid parking.	Mountain Express, Gunnison Valley RTA, Town of Crested Butte, Gunnison County	Short-term
	Working collaboratively with North Valley regional transportation partner agencies, develop an intercept lot / Park & Ride facility.		Long-term
	Partner with potential developers to build a parking structure within the Commercial Core that services the concentrated central location for essential community services and commercial uses.		Mid-term
	Develop parking regulations that reflect how a unit will be used.		Short-term
Identify and implement traffic calming and demand management strategies to improve vehicular circulation and reduce traffic congestion.	Consider aligning the Town Code with state-adopted municipal transportation requirements as appropriate.		Short-term
	Implement the transportation demand management (TDM) strategies and recommendations outlined in the Mt. Crested Butte Transit Study and Gothic Road Capacity Analysis.	Mountain Express, Gunnison Valley RTA	Short term and Mid-term

To enhance its service in Mt. Crested Butte, GVRTA should collaborate with the town to explore opportunities for improving transit facilities, routes, schedules, and park-and-ride options. This partnership will help ensure better service and meet future transit needs.

DRAFT

Demographic Review Key Takeaways

This demographic review, which also includes economic and commuting characteristics, an analysis of the existing GVRTA service, a description of current funding mechanisms, and a review of previous plans, can be best summarized by the following key takeaways.

- The results from the demographic review are similar to the results from the 2016 study. Changes include denser population in Crested Butte South, less 65+ population in the City of Gunnison (more in unincorporated Gunnison county), growth in the youth population in southern Gunnison and decline in northern Gunnison. These changes do not necessarily constitute a need to change the GVRTA route, but rather emphasize that populations that are more likely to be transit-dependent may be more impacted by any changes/improvements in the service.

- The largest employment sector is Arts, Entertainment, Recreation, Accommodation and Food Services, which continues to be the same as previously. Ensuring both employees and visitors of these sectors have access through transportation must be a consideration.

- The City of Gunnison has the highest percentage of the population that uses transit to get to work, likely because of its availability. Most people travel less than ten miles to get to work in Gunnison, Crested Butte, and Mt. Crested Butte. However, most workers in Crested Butte and Mt. Crested Butte do not live in those locations, and efficient regional transit to these communities is a key focus.

- Operationally, GVRTA passenger trip numbers have almost tripled from 2015 through 2023. Winter ridership (December through March) has grown by 135% and summer ridership (April through November) has grown by 267%. At a stop level, most of the boardings are in the NB direction. As GVRTA continues to grow, it will need to focus on strategically accommodating this demand.

- The RTA is primarily funded by a local sales tax, but it also accesses state and federal funding opportunities, which vary year by year. GVRTA's financial sustainability will influence how successfully it can continue to provide the great service it offers today.

- Between the various previous and ongoing planning efforts, GVRTA is recognized as a successful and critical transportation provider. Although there are a variety of service and stop-level improvements that have been recommended, a key focus of local and regional plans include identifying capital improvements that can improve the regional transit experience and capacity.

DRAFT

Chapter 3: Community Outreach

Community outreach is a critical element of forming GVRTA's five-year plan. Involving the community at multiple points throughout the process allowed the project team to understand the current rider experience throughout different seasons and to gauge support for potential future endeavors. Community outreach was conducted in March (winter) and July (summer) of 2024 with on-board, online and paper surveys. Four open houses were also held during the summer phase to inform the public about the project and gather feedback on potential projects that could be pursued by the RTA. Additionally, virtual and in-person stakeholder interviews and focus groups were conducted with eleven different organizations throughout the project.

Winter and Summer General Public Outreach

Fehr & Peers conducted two series of on-board, online and paper surveys between:

- February 28, 2024, and April 1, 2024; with a total of 456 responses
- June 24 and July 28, 2024; with a total of 183 responses.

Most participants took both surveys online. 46% of the winter and 57% of the summer respondents indicated they took the survey on the bus, most of which occurred while the Fehr & Peers team actively boarded the buses and encouraged people to take the survey.

DRAFT

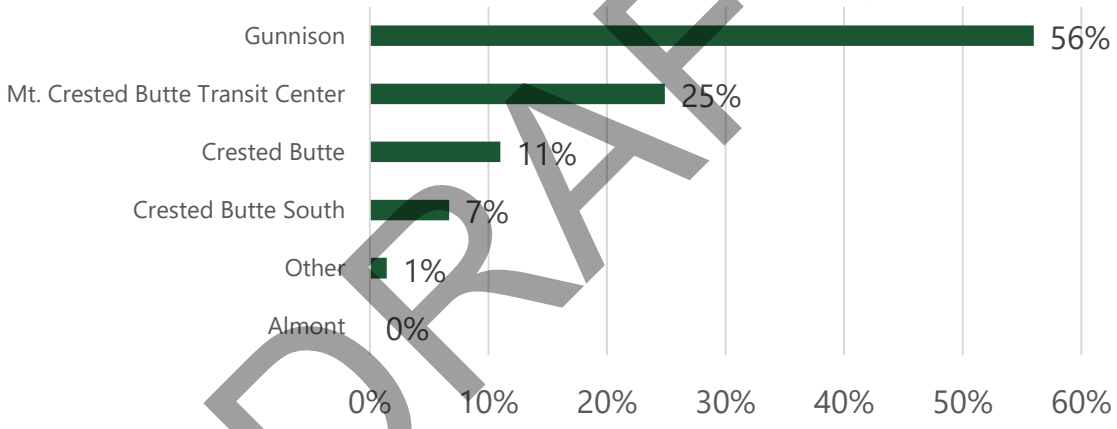
On-Board Survey Respondents Experience

To understand ridership trends, onboard respondents were requested to provide their origins and destinations, mode of transportation to and from the bus stop, purpose of their trips, dependency on the bus, and frequency of riding the bus. The survey also asked the respondents about the most important reasons they ride the bus and rated their satisfaction with the RTA characteristics.

Origins and Destinations

Gunnison is the top origin in both seasons (**Figure 21** and **Figure 22**), while the top destination differs between winter (**Figure 23**) and summer (**Figure 24**). More than half of winter respondents start their trip from Gunnison and 40% of people end their trip in Mt. Crested Butte, while 46% of summer respondents end their trip in Crested Butte.

Figure 21. Where did you begin this trip? (Winter)



DRAFT

Figure 22. Where did you begin this trip? (Summer)

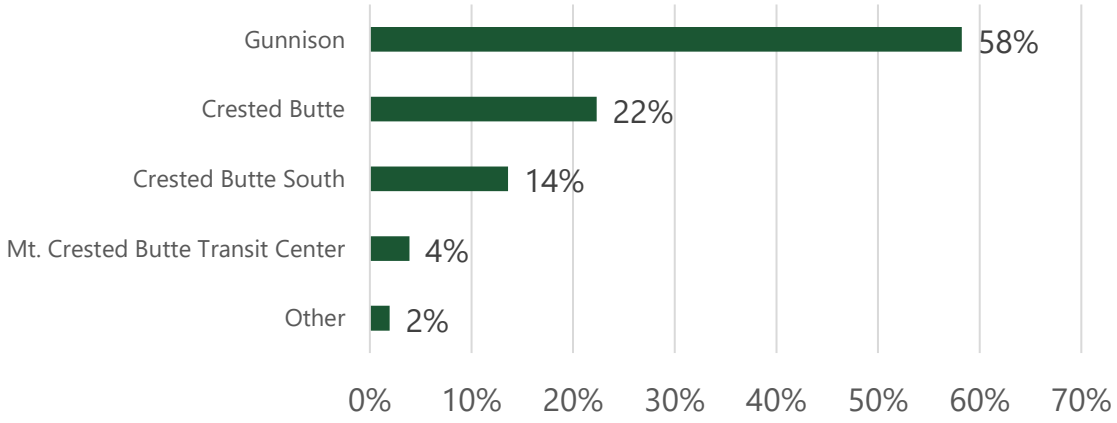


Figure 23. What is your destination today? (Winter)

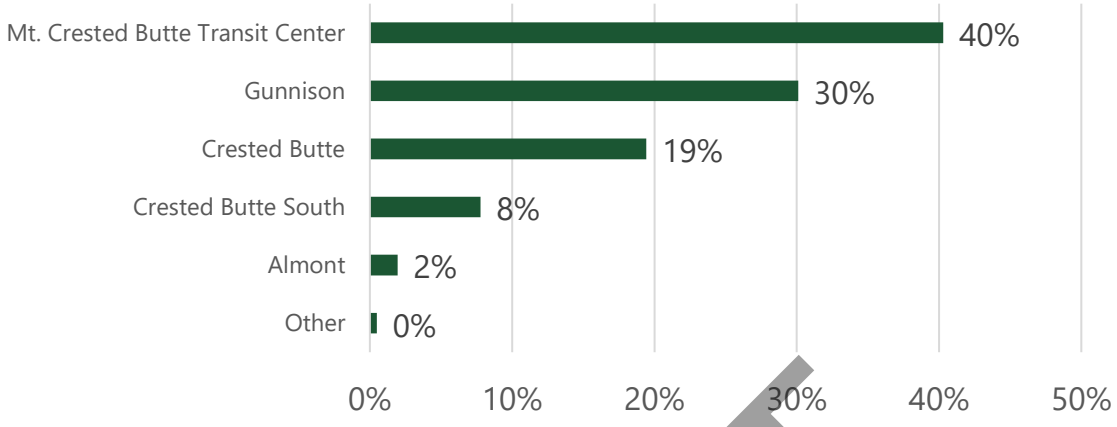
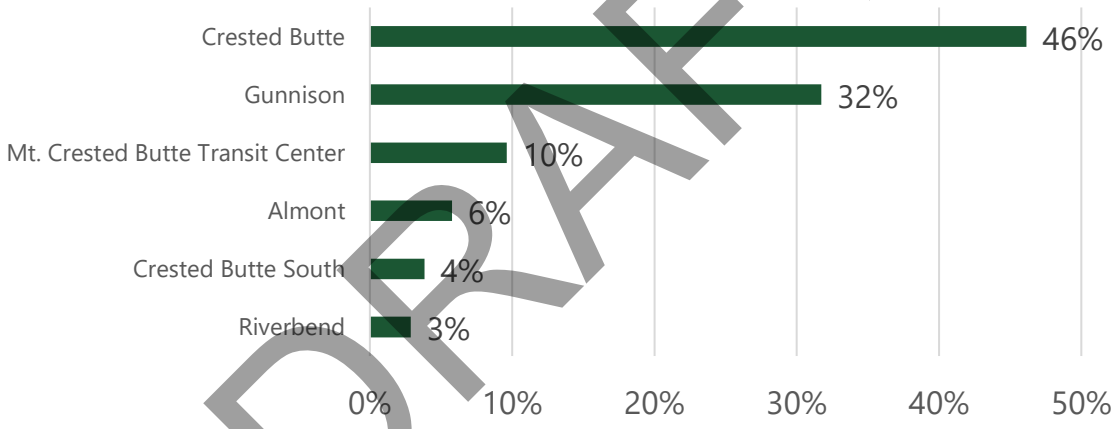


Figure 24. What is your destination today? (Summer)

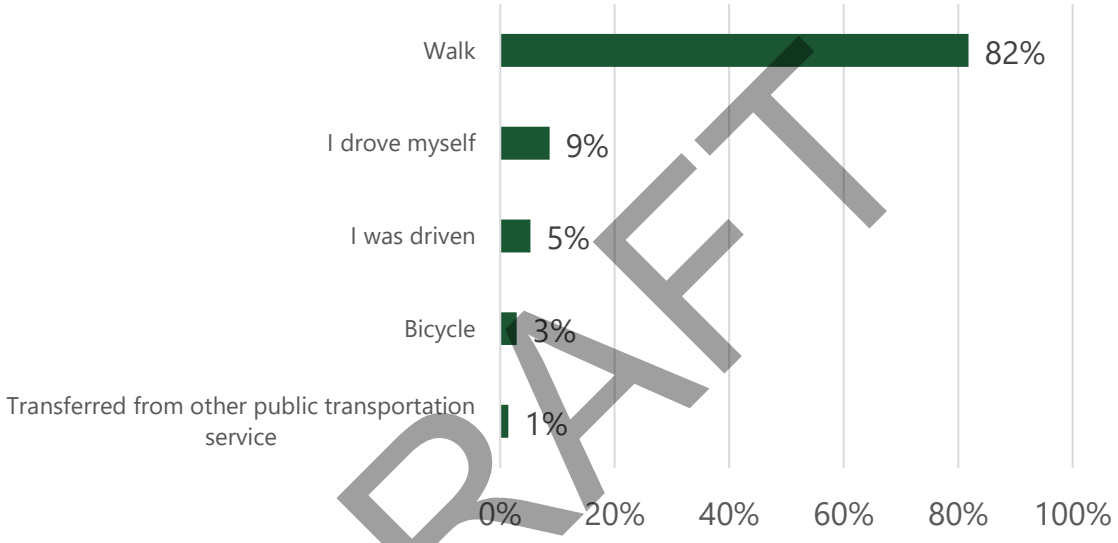


DRAFT

Mode of Transportation to Bus Stops

Figure 25 and **Figure 26** detail the modes people used to get to the bus stop, and **Figure 27** and **Figure 28** display the modes people use to get from the bus stop. Walking is the primary mode (82% in the winter and 76% in the summer) people used for getting to and from the bus stop in both surveys. Driving alone (9%) is the next mode people used to get to/from the bus stop in the winter and shifted to biking (15%) in the summer as the weather is more suitable.

Figure 25. How did you get to the RTA bus stop? (Winter)



DRAFT

Figure 26. How did you get to the RTA bus stop? (Summer)

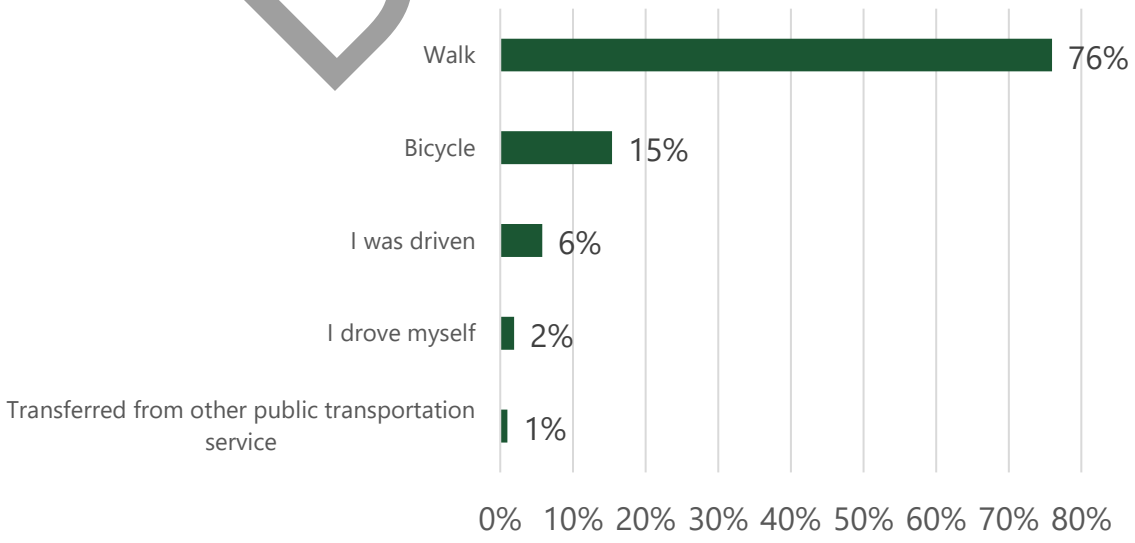


Figure 27. How will you get from the RTA bus stop to your destination? (Winter)

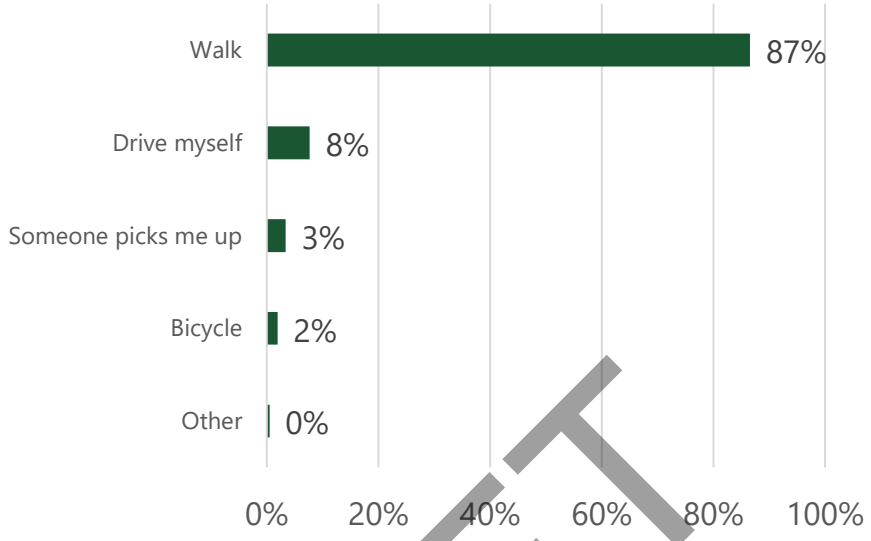
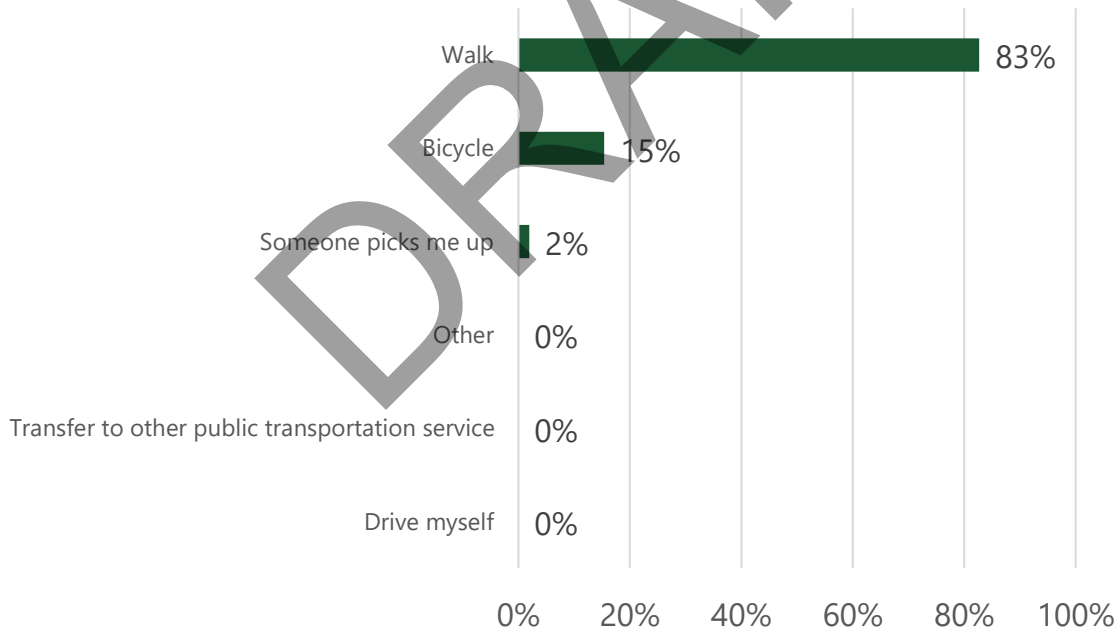


Figure 28. How will you get from the RTA bus stop to your destination? (Summer)



DRAFT

Trip Purpose

Travel to work is the top trip purpose in both surveys, with 54% in the winter and 65% in the summer. While recreational reasons (37%) come after travel to work in the winter, the number significantly decreased by 25% in the summer. Conversely, while only 4% take the bus for shopping/errands in the winter, the number increased to 17% in the summer as shown in **Figure 29** and **Figure 30**.

Figure 29. What is the purpose of this trip today? (Winter)

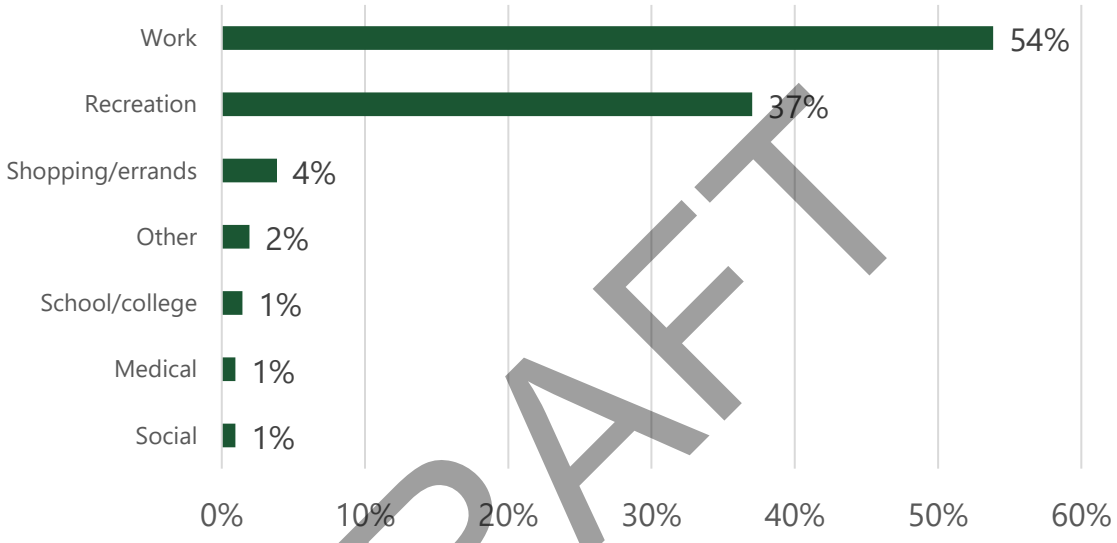
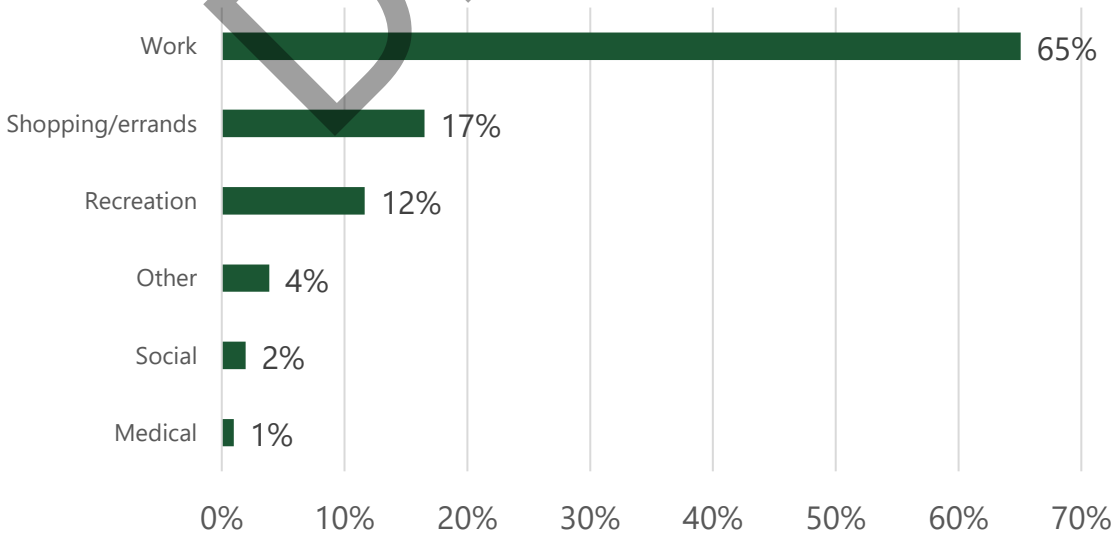


Figure 30. What is the purpose of this trip today? (Summer)



DRAFT

Dependency on the RTA Bus

When asked about their dependency on the RTA bus, at least 40% of respondents indicated that they depend on the bus for their transportation needs in both surveys (**Figure 31** and **Figure 32**), and another 40% mentioned that they sometimes depend on it. Approximately 15% of the winter riders and 12% of the summer riders said they do not depend on the bus.

Figure 31. Do you depend on the RTA bus for your transportation needs? (Winter)

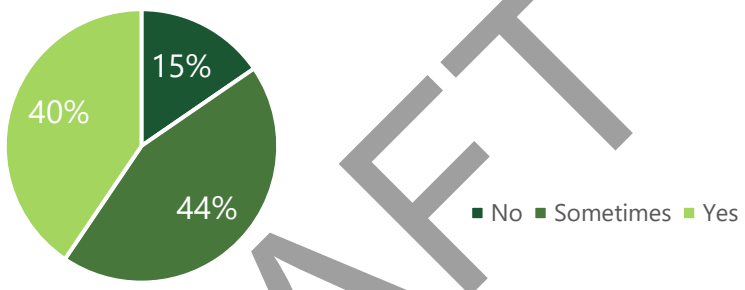
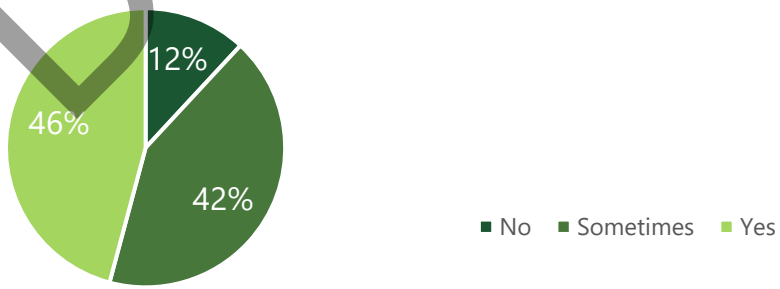


Figure 32. Do you depend on the RTA bus for your transportation needs? (Summer)

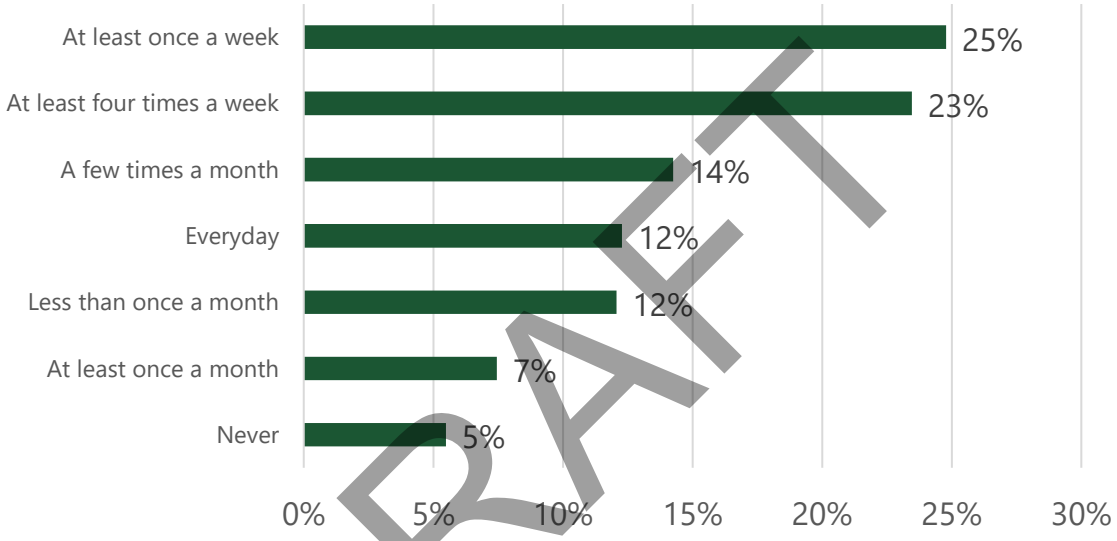


DRAFT

Frequency of Riding the RTA Bus

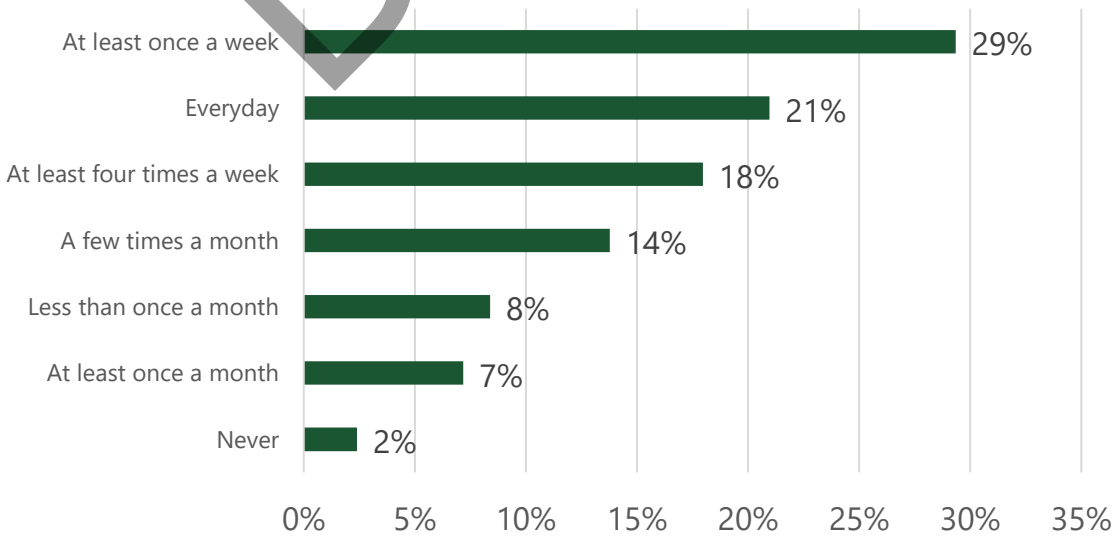
Figure 33 and **Figure 34** show that the frequency of riding is higher in the summer compared to the winter. 25% of riders in the winter and 29% in the summer mentioned they ride the bus at least once a week, and the number of people riding the bus daily increased from 12% in the winter to 21% in the summer. The number of respondents indicating less than once a month or never riding the bus decreased from 17% in the winter to 10% in the summer.

Figure 33. How often do you ride the RTA bus? (Winter)



DRAFT

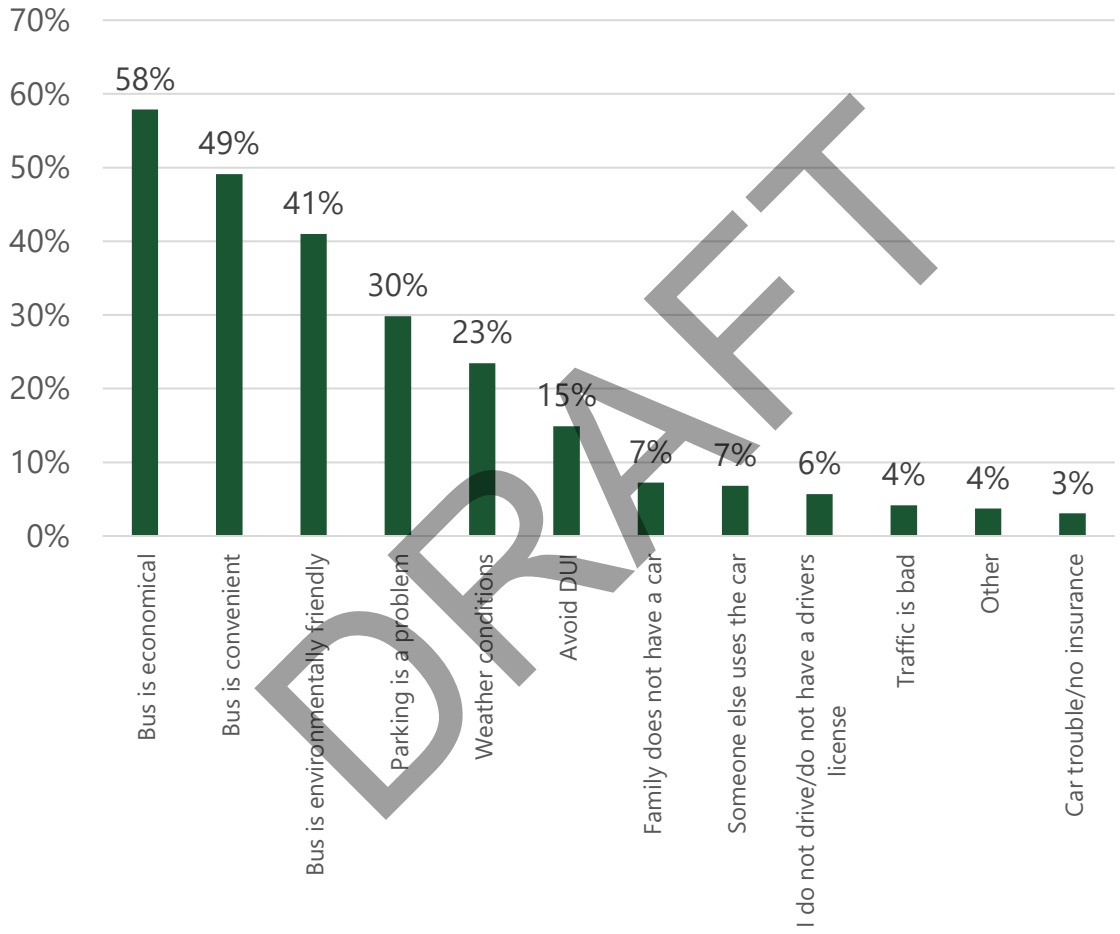
Figure 34. How often do you ride the RTA bus? (Summer)



Reasons to Ride the RTA Bus

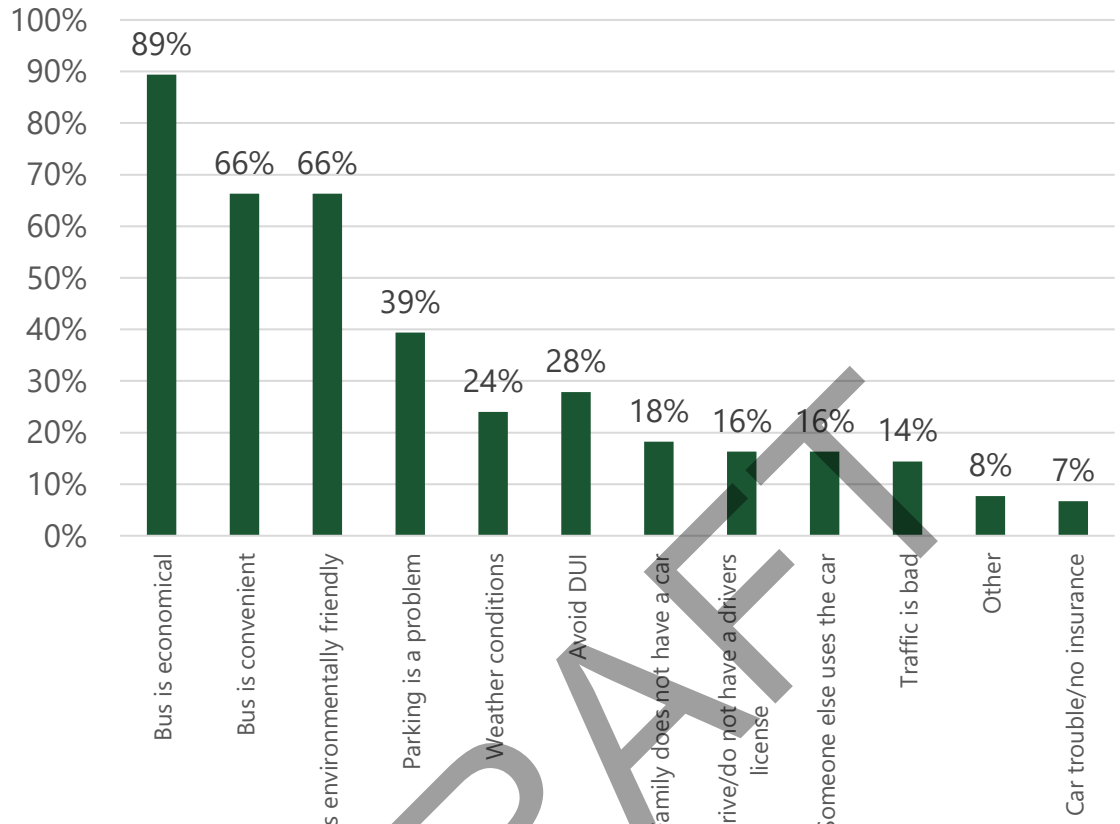
In both surveys, the respondents expressed similar reasons for riding the bus as displayed in **Figure 35** and **Figure 36**. The top three most important reasons to ride the RTA bus according to respondents are that the bus is economical, convenient, and environmentally friendly. Car issues and other reasons remained the least two reasons respondents took the bus.

Figure 35. What are the most important reasons you currently ride the RTA bus? (Winter)



DRAFT

Figure 36. What are the most important reasons you currently ride the RTA bus? (Summer)

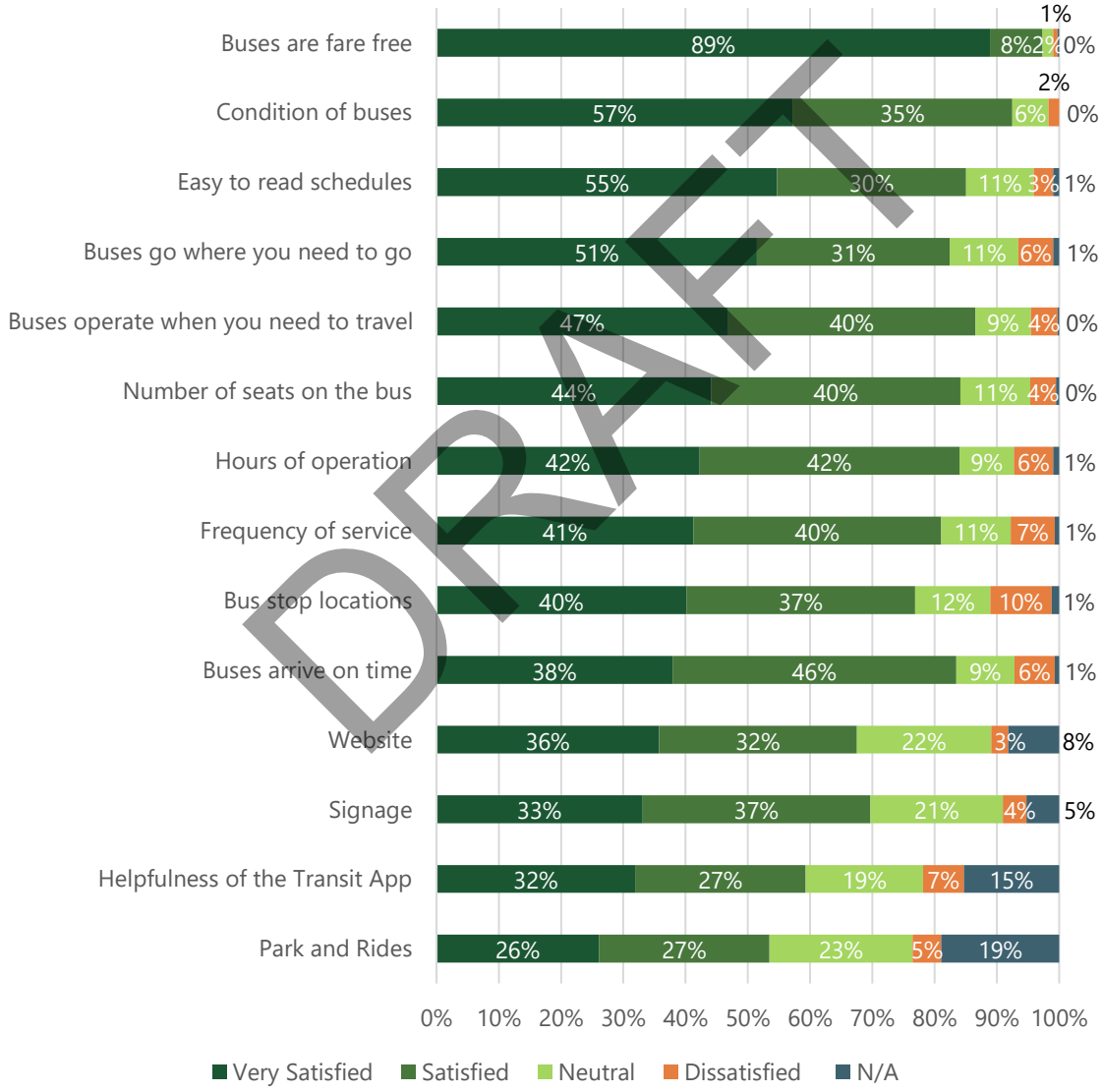


DRAFT

Satisfaction with RTA Service Characteristics

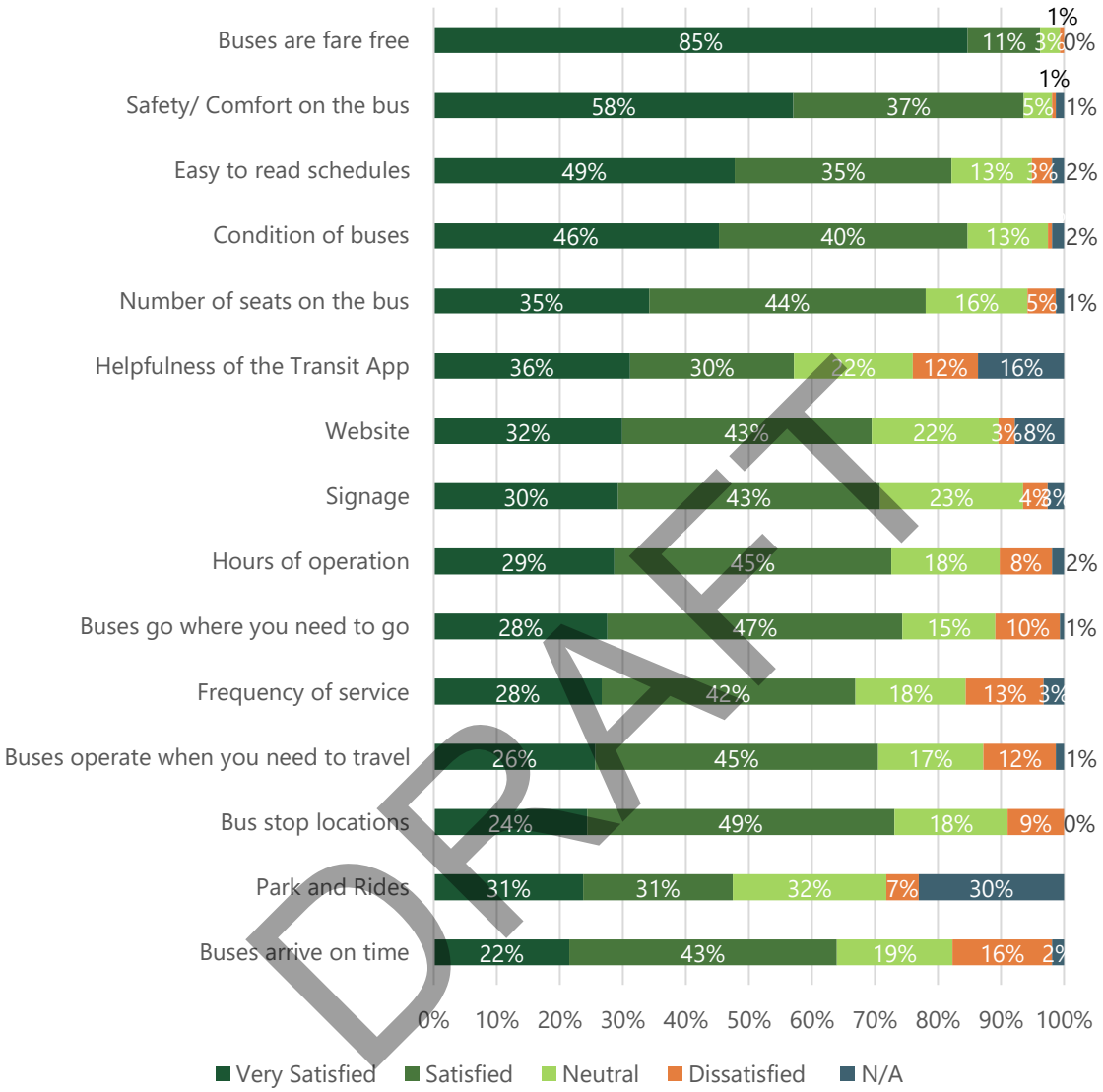
The respondents in both surveys indicated that they are mostly 'very satisfied' with buses being fare-free as shown in **Figure 37** and **Figure 38**. While in the winter respondents expressed the most dissatisfaction with park-and-rides, the summer survey indicated on-time performance as the most dissatisfied one. This shift is expected largely due to the US-50 middle bridge being closed due to safety issues, which impacted the ability to efficiently provide backup buses and drivers in cases where they were needed.

Figure 37. Riders' Satisfaction with RTA Service (Winter)



DRAFT

Figure 38. Riders' Satisfaction with RTA Service (Summer)



DRAFT

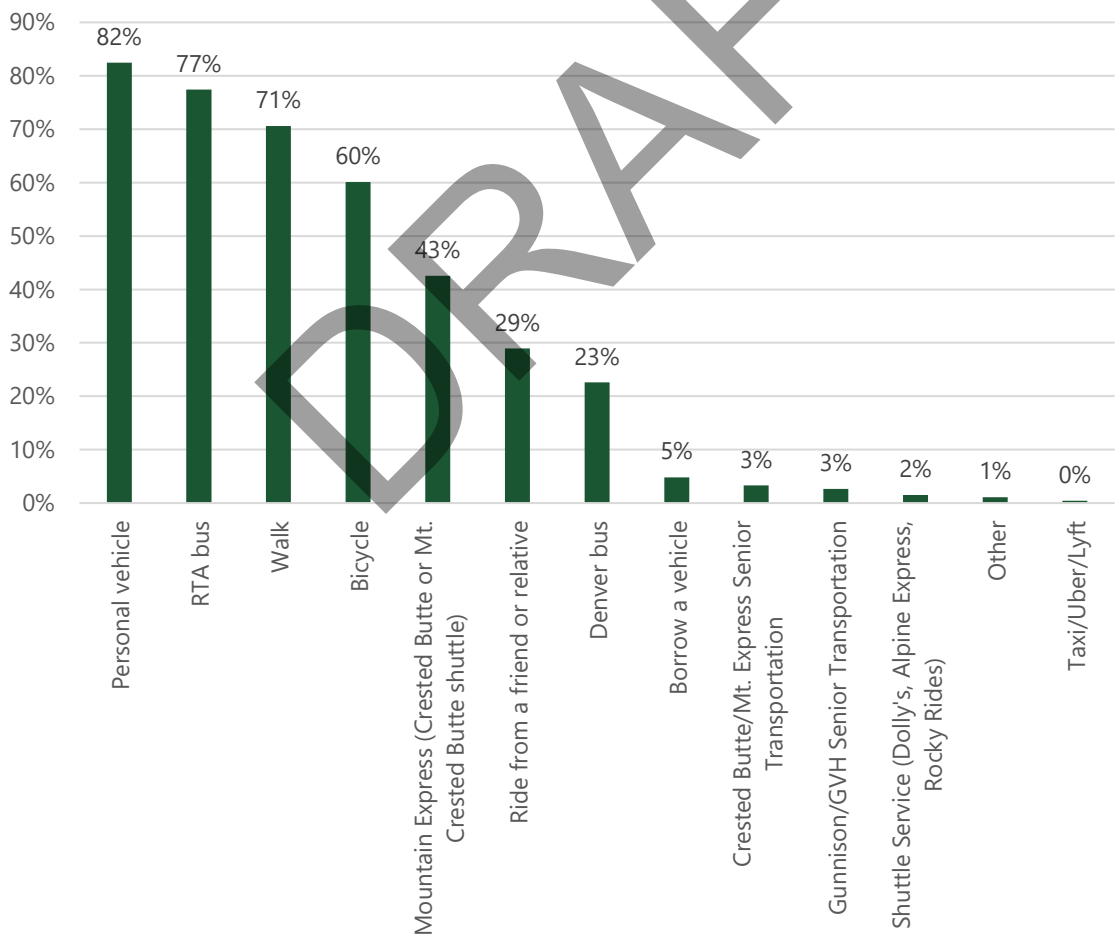
Travel Behavior of Survey Respondents

Understanding the travel behaviors in Gunnison Valley is critical in improving GVRTA service. The respondents were asked about modes of transportation used in their households, if it is possible to use transit for most of their trips during the day, and the reasons if they answered no. All respondents were also asked to identify barriers preventing them from riding the bus.

Transportation Modes Used by Survey Respondents

In the winter survey, respondents were asked about the modes of transportation their households use. Personal vehicles, RTA buses, walking, and biking are the most popular modes of transportation named in the survey as displayed in **Figure 39**. Other modes of transportation that are also often utilized by the participants include Mountain Express, a ride from their friend or relative, and the Denver bus (Bustang).

Figure 39. Which of the following types of transportation does your household use in Gunnison County? (Winter)



DRAFT

Ability to Make Most Trips Using the RTA Bus During the Day

As seen in **Figure 40** and **Figure 41**, 67% of the winter and 75% of the summer respondents indicated they could use transit for the majority of their trips during the day. When the respondents who indicated were asked why they could not utilize transit, about 37% of winter respondents said that there is no route or stops available near their home or where they need to go, followed by 17% of respondents expressing the inefficiency of the RTA route for local trips within the City of Gunnison as shown in **Figure 42**. While the summer survey also indicated unavailable nearby bus stops as the top reason respondents could not use transit, the second top reason is that the type of activity they are doing is unsuitable to use transit as detailed in **Figure 43**.

Figure 40. Is it possible for you to use transit for the majority of your trips during the day? (Winter)

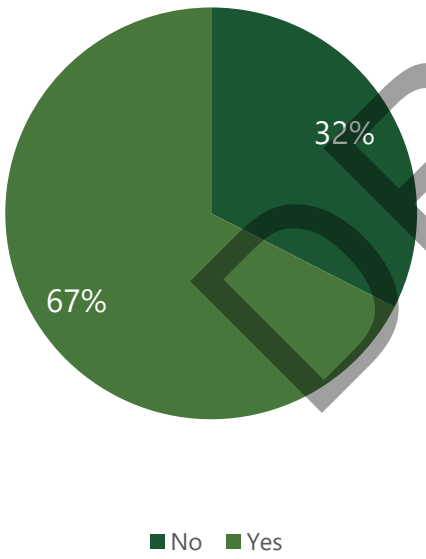
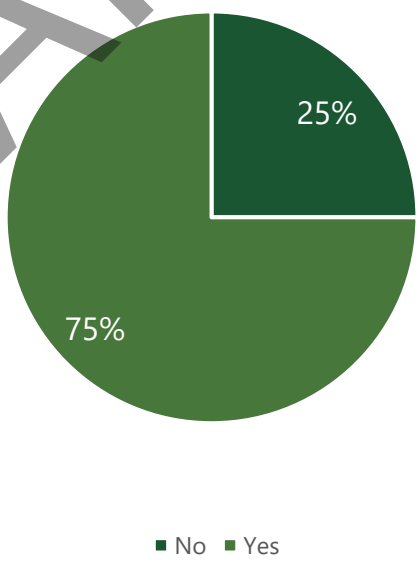
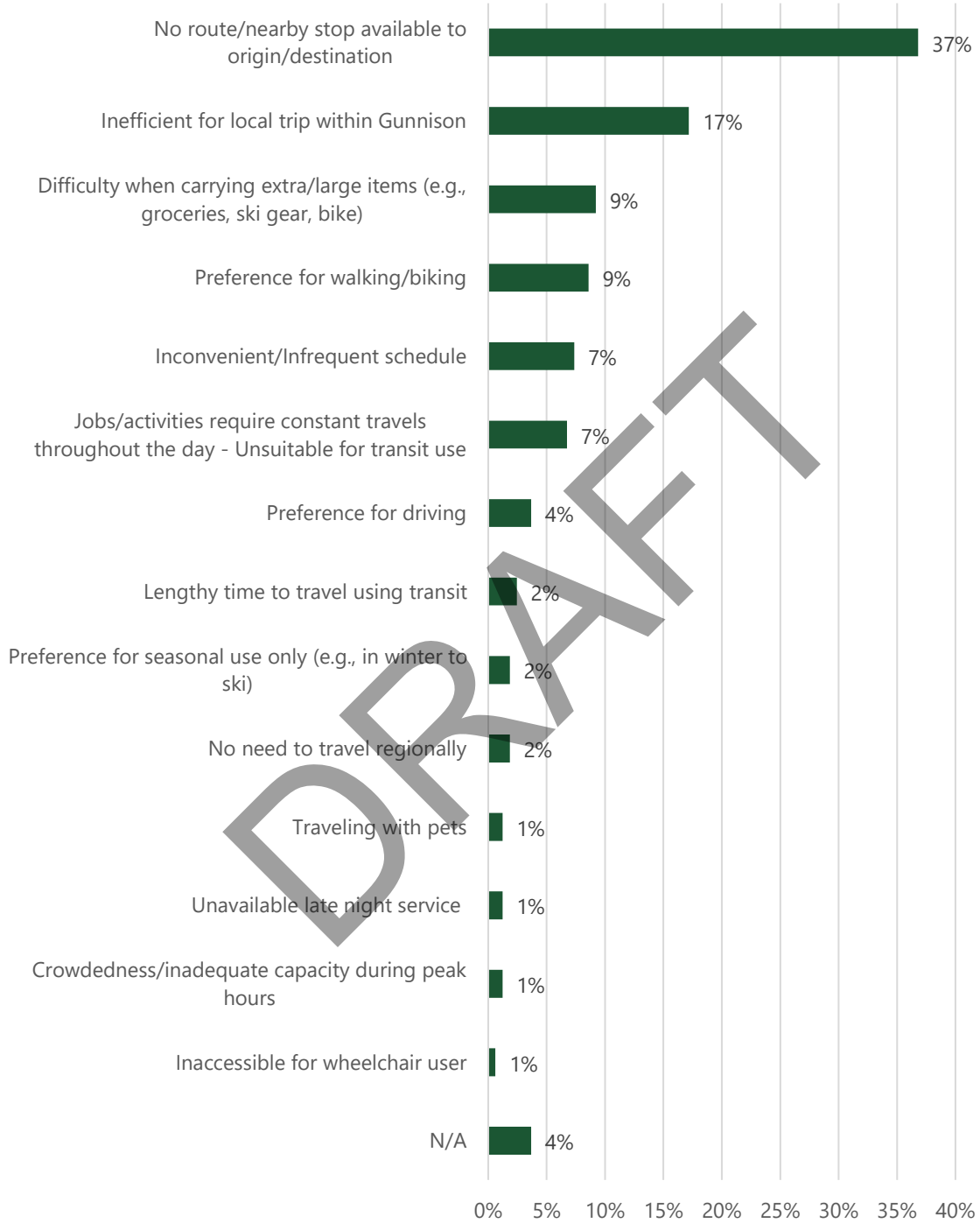


Figure 41. Is it possible for you to use transit for the majority of your trips during the day? (Summer)



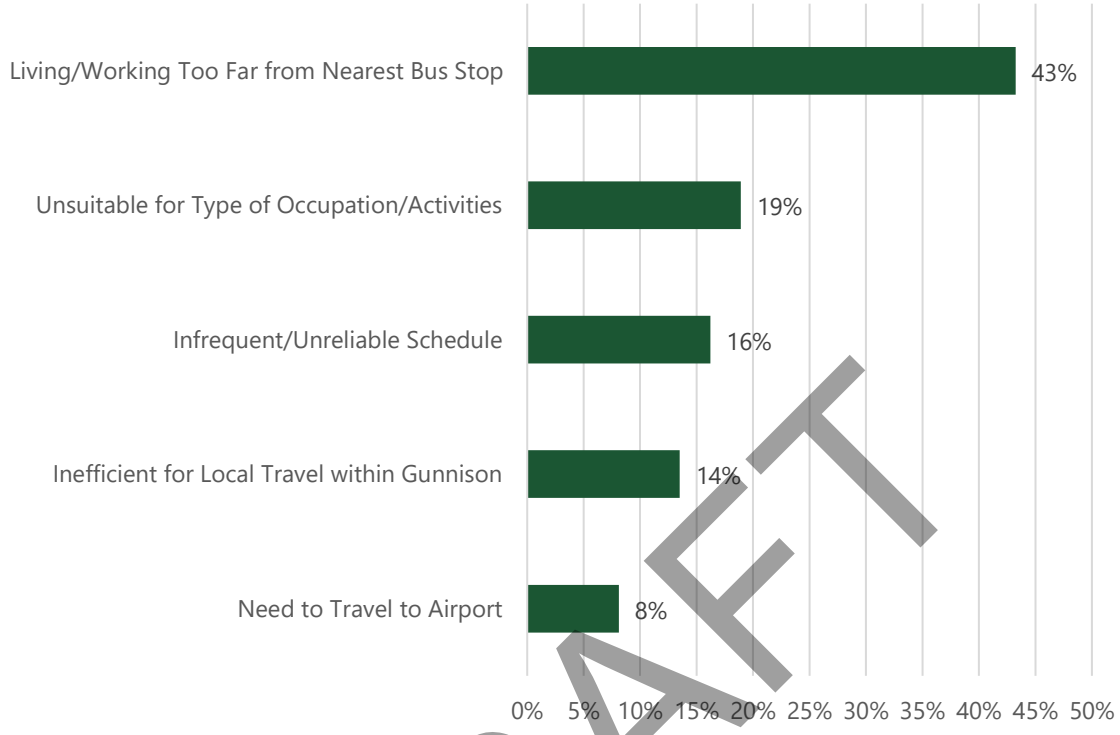
DRAFT

Figure 42. If you answered "No" to the previous question, please answer why not (Winter)



DRAFT

Figure 43. If you answered "No" to the previous question, please answer why not. (Summer)

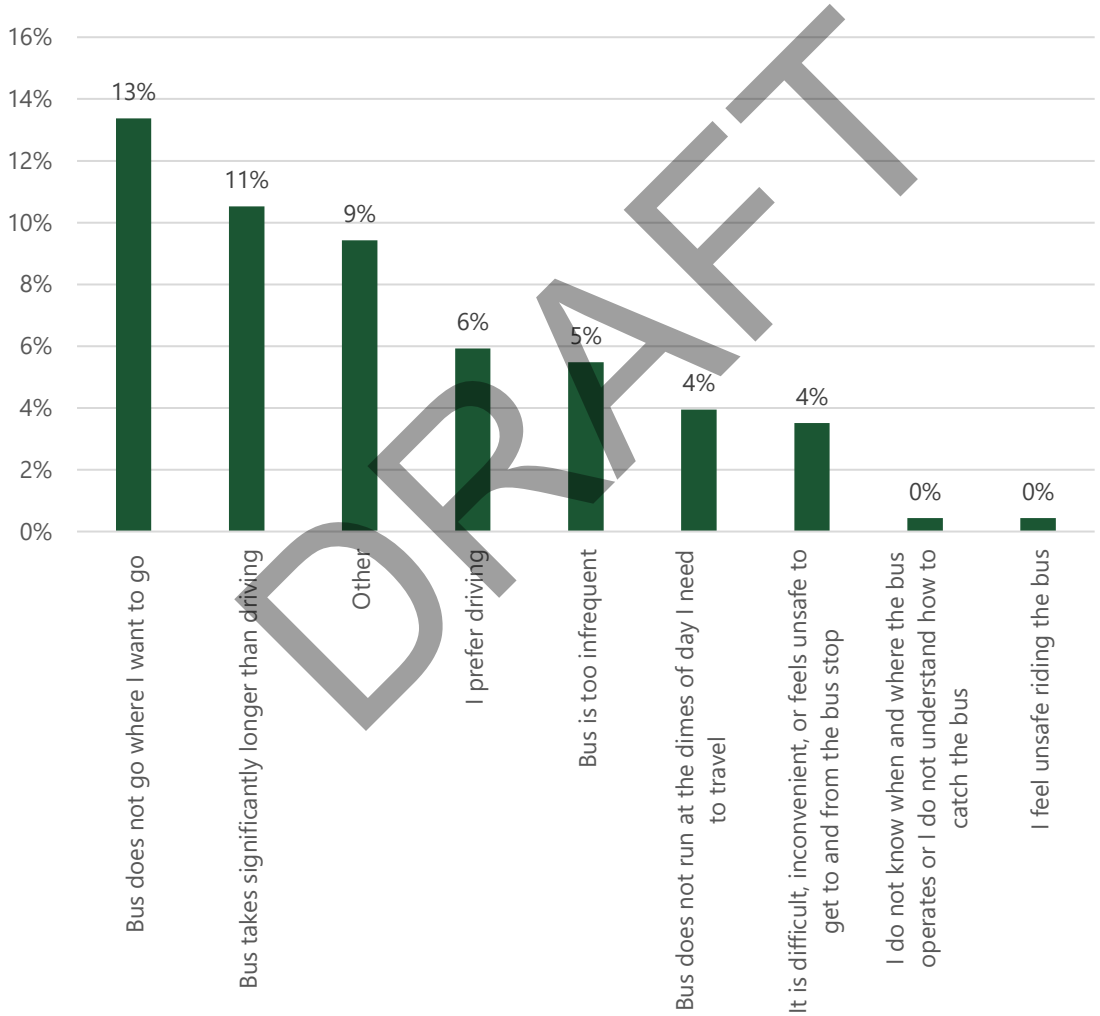


DRAFT

Barriers to Ride RTA Bus More Often

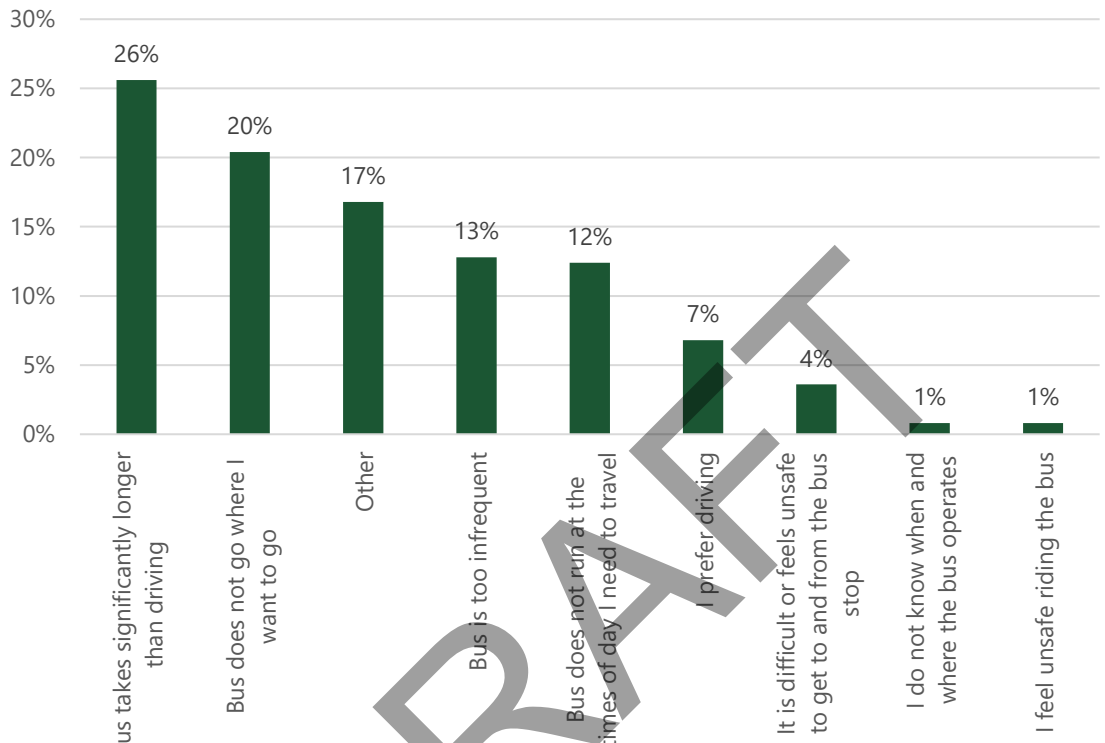
When asked about the barriers that prevent them from riding the RTA bus more often or riding the bus at all, the top two reasons mentioned by respondents are the unavailability of routes to the desired destinations and the longer duration of riding the bus compared to driving (**Figure 44** and **Figure 45**).

Figure 44. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (Winter)



DRAFT

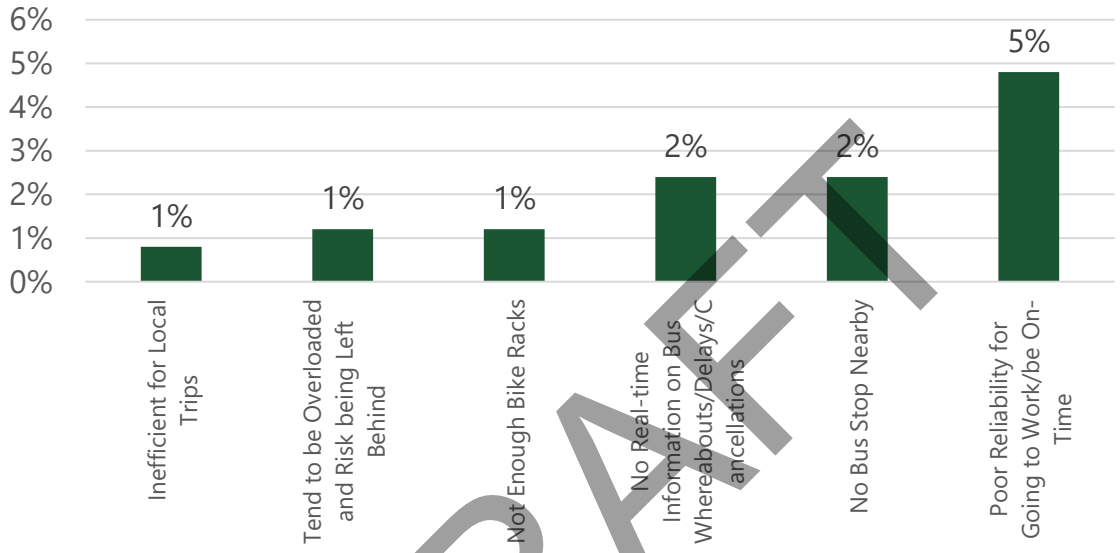
Figure 45. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (Summer)



DRAFT

In both the winter and summer surveys, the third top barrier is "other" where respondents provided more comments. In the winter, respondents indicated they only travel within Gunnison therefore the bus is inefficient, while summer respondents also mentioned the poor reliability of the bus for getting to work on time (**Figure 46**).

Figure 46. 'OTHER' barriers that stop people from riding the RTA bus more or riding the RTA bus at all



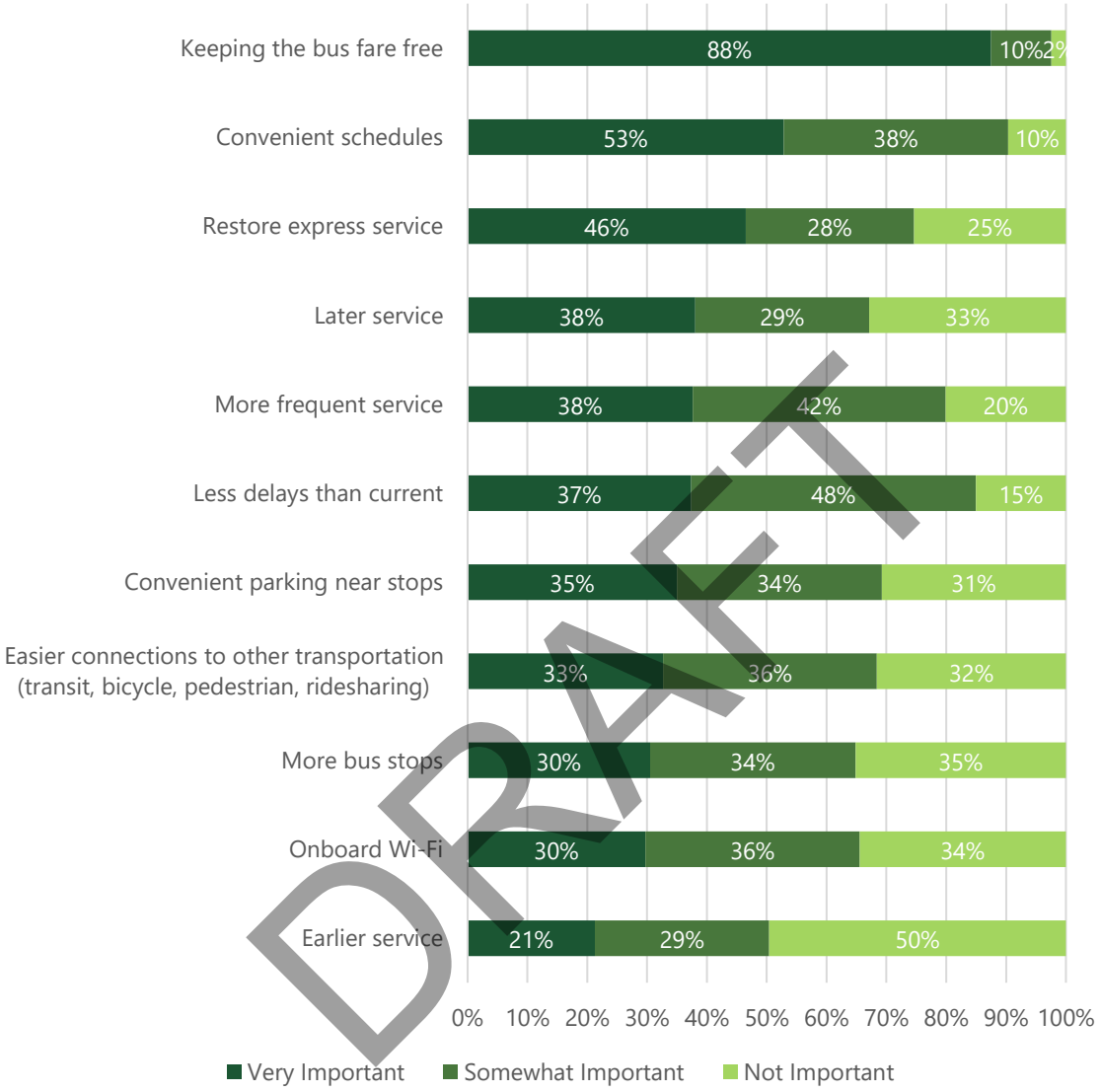
DRAFT

Desired Service Characteristics

Survey respondents were asked to identify the level of importance of RTA service characteristics in the winter and then to choose the most important characteristic in the summer. Note: this change in the survey question was made to provide more ease for the survey taker in the summer.

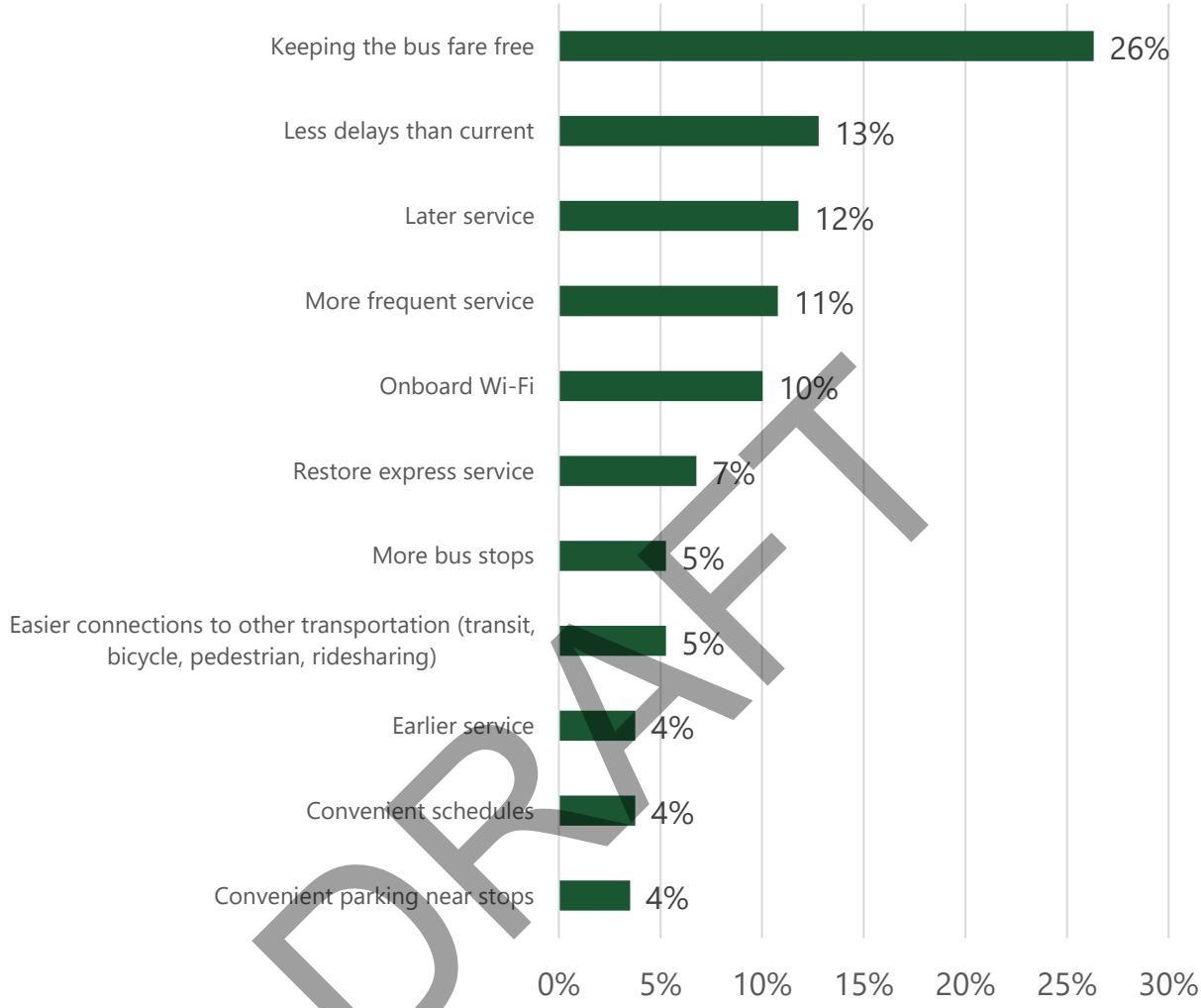
Across both surveys, keeping the bus fare-free is the most desired characteristic (**Figure 47** and **Figure 48**). While approximately 50% expressed a desire for convenient schedules and to restore express service in the winter, only 4% and 7% selected these characteristics as the most important in the summer, respectively. Instead, the summer respondents indicated that less delays and later service are more important.

Figure 47. Winter Survey Respondents' Desired Service Characteristics



DRAFT

Figure 48. Summer Survey Respondents' Most Desired Service Characteristics



DRAFT

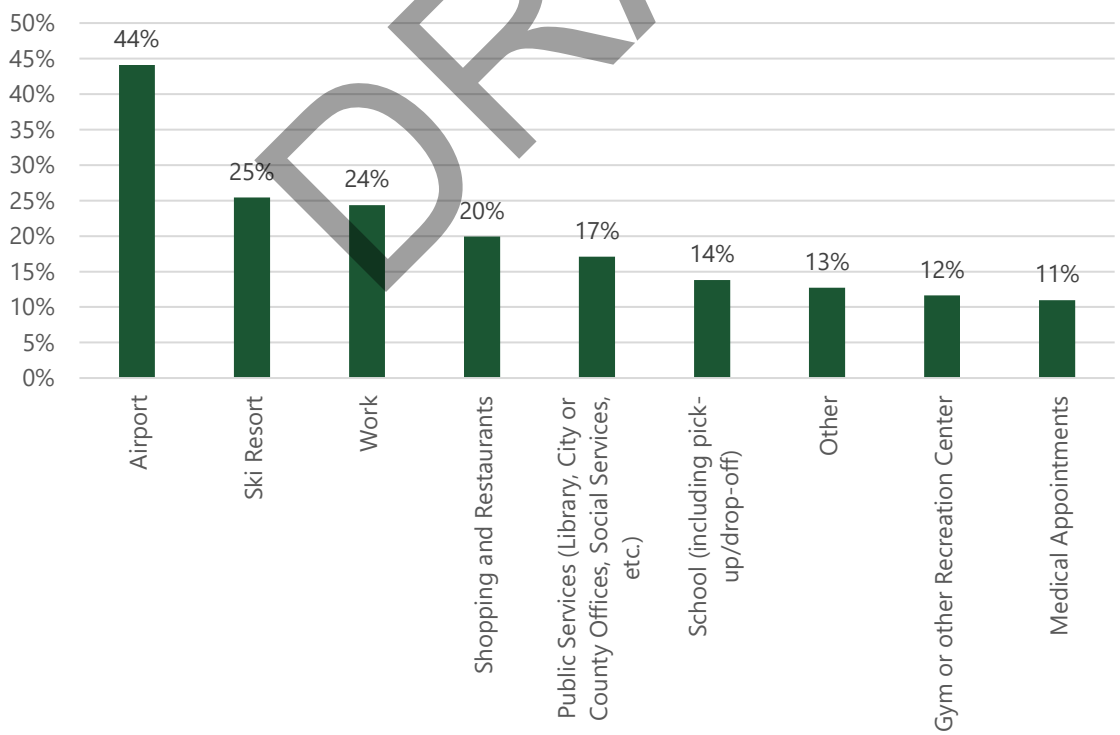
Desired RTA Bus Improvements

To understand the market interest, survey respondents were asked to name desired destinations, new routes, and new bus stops.

Desired Destinations

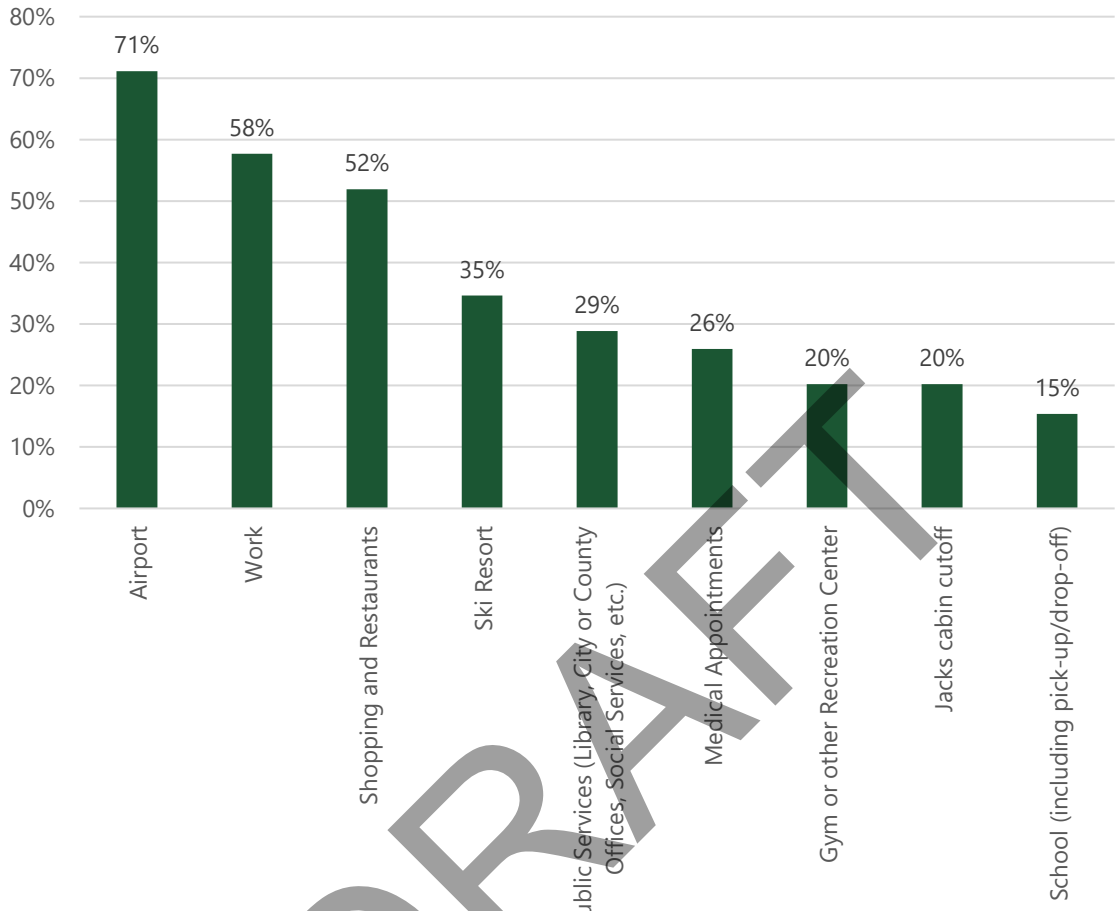
In both the winter and summer surveys, respondents named the airport as the top destination where they would like improved access. Ski resorts, workplaces, and shopping/restaurants also ranked among the top four desired destinations in both surveys as seen in **Figure 49** and **Figure 50**. In an open-ended question about additional bus stops, some respondents also expressed interest in a new bus stop at Tomichi Avenue and Main Street, as well as additional stops along Highway 135. Summer respondents added that they would like new stops near trailheads. Additionally, respondents in the winter survey were also asked about potential new routes. A circulator within the City of Gunnison is the most requested, followed by routes to other municipalities like Montrose and Monarch Mountain **(Figure 51)**. This question was not asked in the summer survey.

Figure 49. What destinations would you like to have improved regional bus routes to? (Winter)



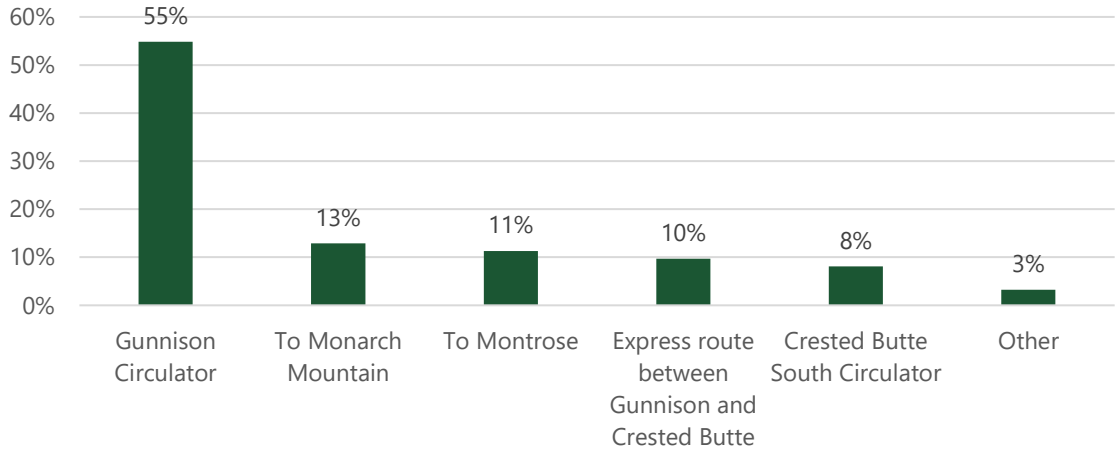
DRAFT

Figure 50. What destinations would you like to have improved regional bus routes to? (Summer)



DRAFT

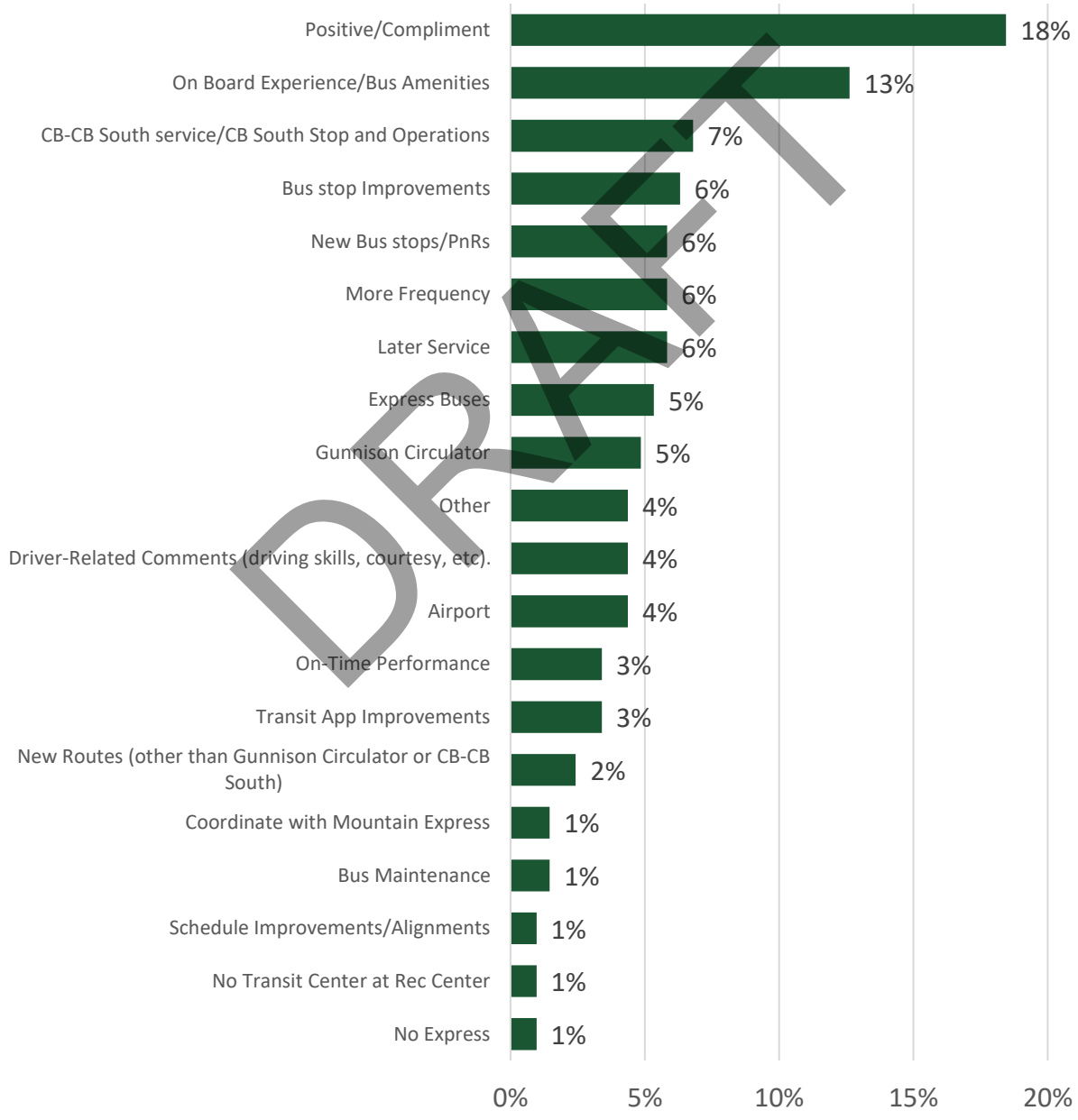
Figure 51. New Routes Requested (Winter)



Additional Comments

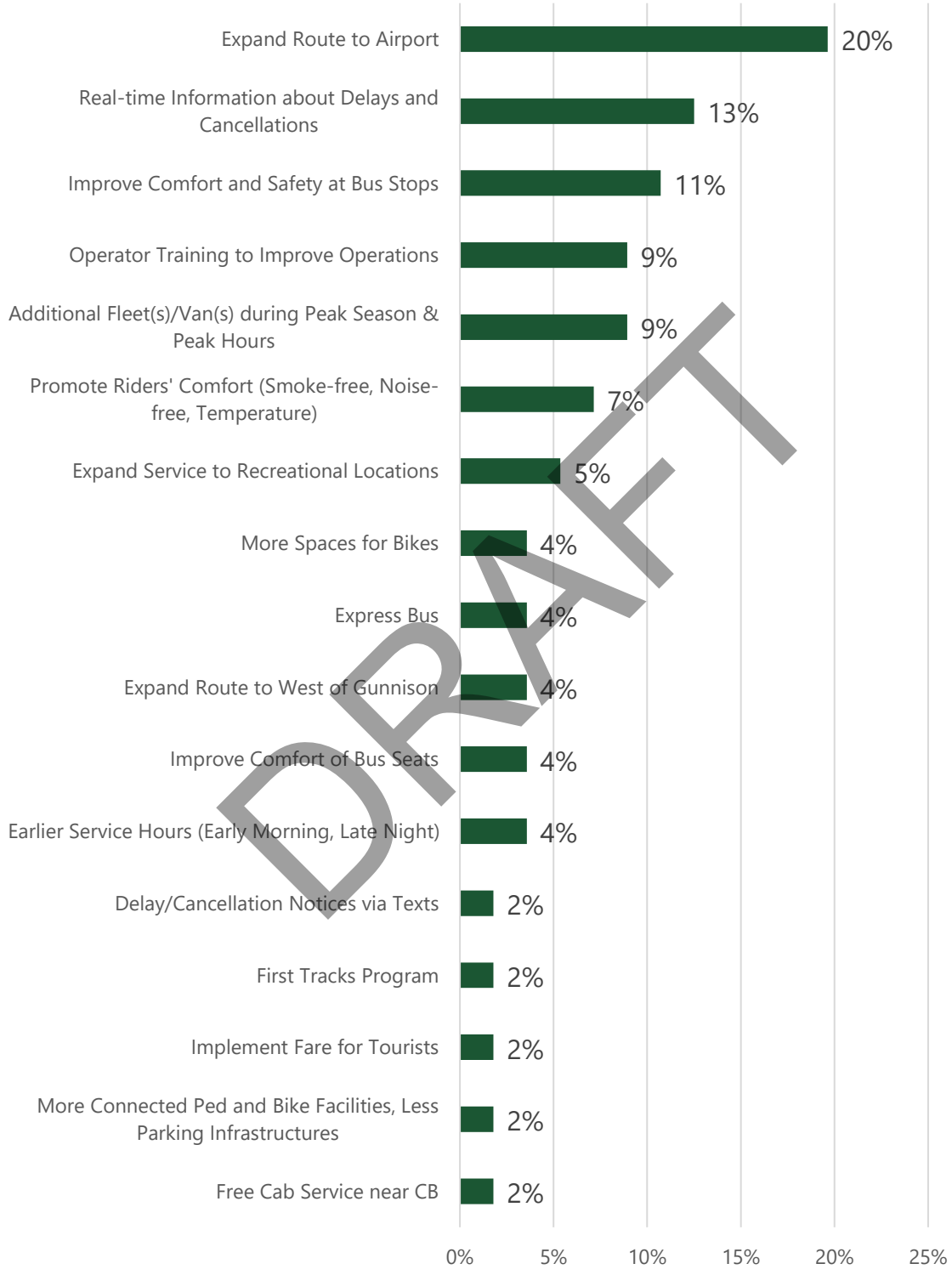
At the end of the survey, respondents were provided with an open-ended comment section. Many respondents used this section in both surveys to emphasize their desired improvements (e.g., new bus stops, routes, service performance). Summer respondents also expressed their desire to have real-time information about delays and cancellations. Additionally, 18% of the winter respondents used the section to show their appreciation for RTA services.

Figure 52. Winter Respondents' Open-ended Comments in Categories



DRAFT

Figure 53. Summer Respondents' Open-ended Comments in Categories



DRAFT

Summer Survey – Draft Project Recommendations

Derived from the winter survey, service expansion and improvement projects, infrastructure (capital) projects, and other coordinated projects were identified. During the summer survey, respondents were asked to provide their input on these projects. These responses are documented in Chapter 4.

Demographics of Survey Respondents

To ensure the survey is representative of the community's demographic make-up, the respondents were asked to provide their residency status, where they live, ethnicity, age, household income, and vehicle ownership. In both surveys, the demographic trends were similar.

Residency Status of Survey Respondents

Figure 54 and **Figure 55** display the residency status of survey respondents. In both surveys, more than 70% of the respondents are full-time residents of the Gunnison Valley, less than 10% are part-time residents, and less than 5% are visitors. In the winter survey, 13% were taken by Western students, but the number decreased by 7% in the summer, likely due to fewer students being on campus at the time.

Figure 54. Which best describes you? (Winter)

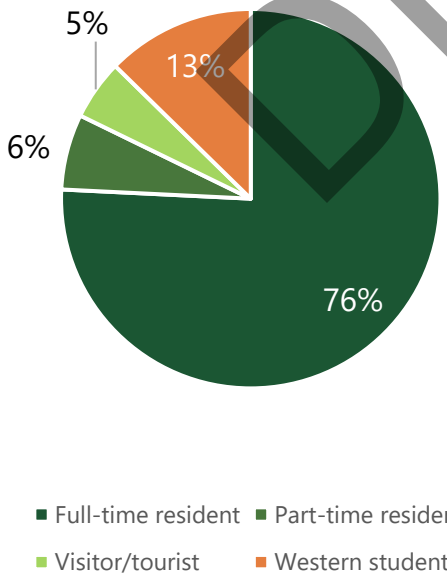
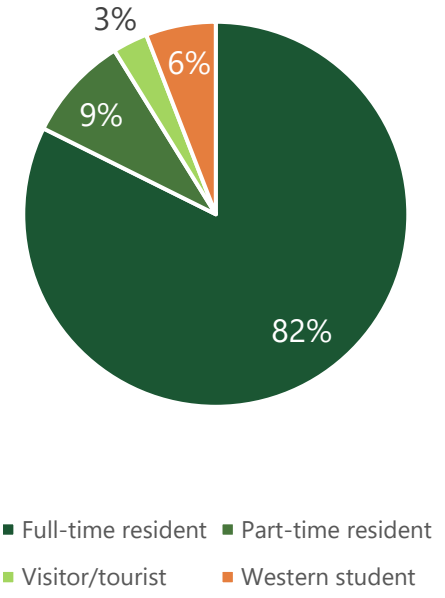


Figure 55. Which best describes you? (Summer)



DRAFT

Community Where the Respondents Live In

About two-thirds of the respondents in both surveys are Gunnison residents. 10% in the winter and 13% in the summer indicated they live in Crested Butte South, 10% in the winter and 11% in the summer indicated they live in Crested Butte, and less than 5% live in Mt. Crested Butte. The rest of the 10% in the winter and 8% in the summer are residents of other communities, including Almont, as shown in **Figure 56** and **Figure 57**. This aligns with the general population distribution throughout the county.

Figure 56. Where do you live? (Winter)

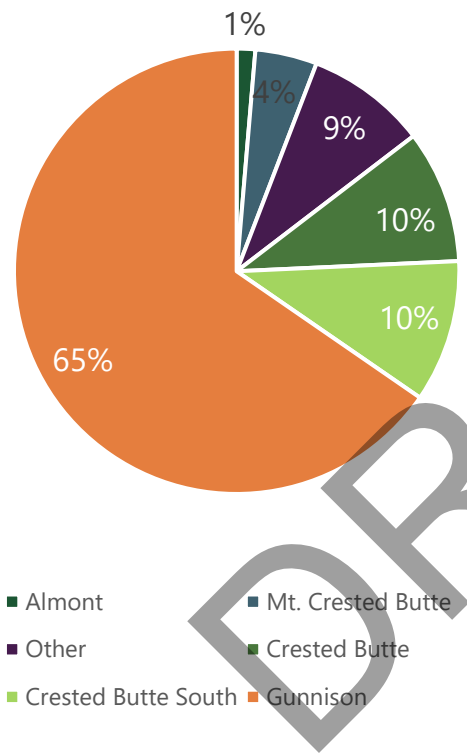
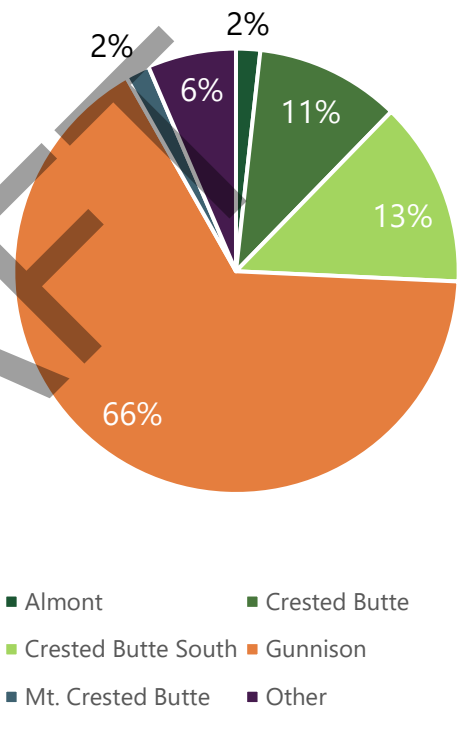


Figure 57. Where do you live? (Summer)



DRAFT

Age

Figure 58 and **Figure 59** display the working age group (26-64 years old) as the largest respondents in both surveys, followed by the young adult group (19-25 years old). In the winter, the working group represents 56% of the respondents and by summer, they represent 10% of the respondents. The young adults represent 28% in the winter and 19% in the summer, likely due to fewer Western students being in the valley during the summer. The older adult (over 65) group ranges between 15% in the winter and 11% in the summer, and adolescents (under 18) remained below 5% in both surveys.

Figure 58. What is your age? (Winter)

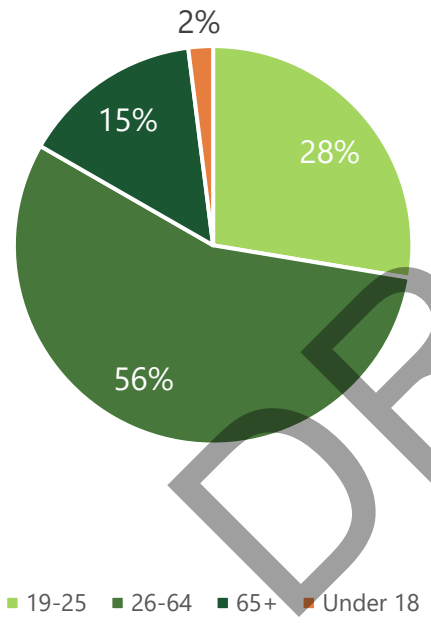
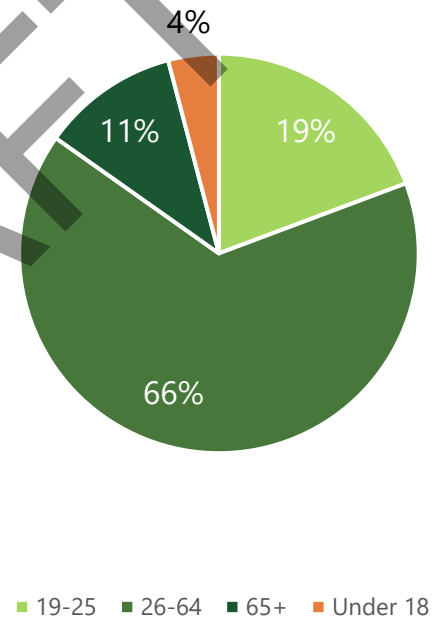


Figure 59. What is your age? (Summer)



DRAFT

Ethnicity

More than 80% of the respondents in both surveys are White/Caucasian. 13% in the winter and 15% in the summer are Hispanic/Latino and other ethnicities represent the remaining 6% in the winter and 3% in the summer as displayed in **Figure 60** and **Figure 61**. These statistics are representative of the proportion of people living throughout the county.

Figure 60. What is your ethnicity? (Winter)

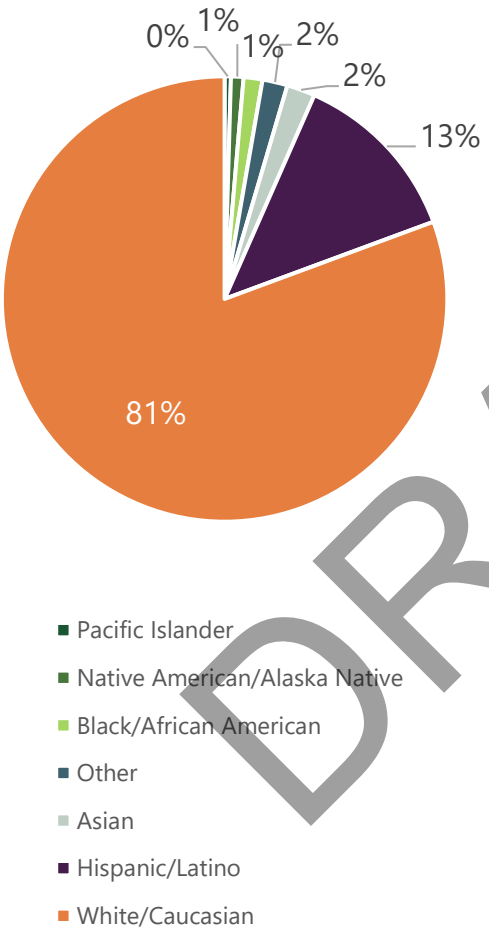
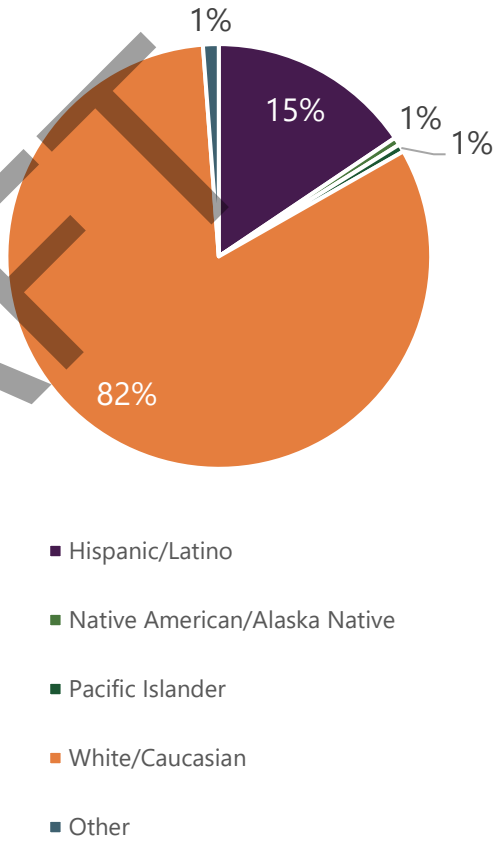


Figure 61. What is your ethnicity



? (Summer)

DRAFT

Household Income

Figure 62 and **Figure 63** indicate that 38% of the winter survey respondents and 35% of the summer respondents earn more than the 2022 median household income ($76,500) in Gunnison County; 27% of the winter respondents and 24% in the summer claimed that their households earn more than $100,000 annually and about 11% earn more than $80,000. 12% of the winter and 8% of the summer respondents indicated that they earn less than $10,000 annually, which also corresponds with census data that 10.8% of the Gunnison County population live below the federal poverty line of a household with one person.

Figure 62. What is your total household income? (Winter)

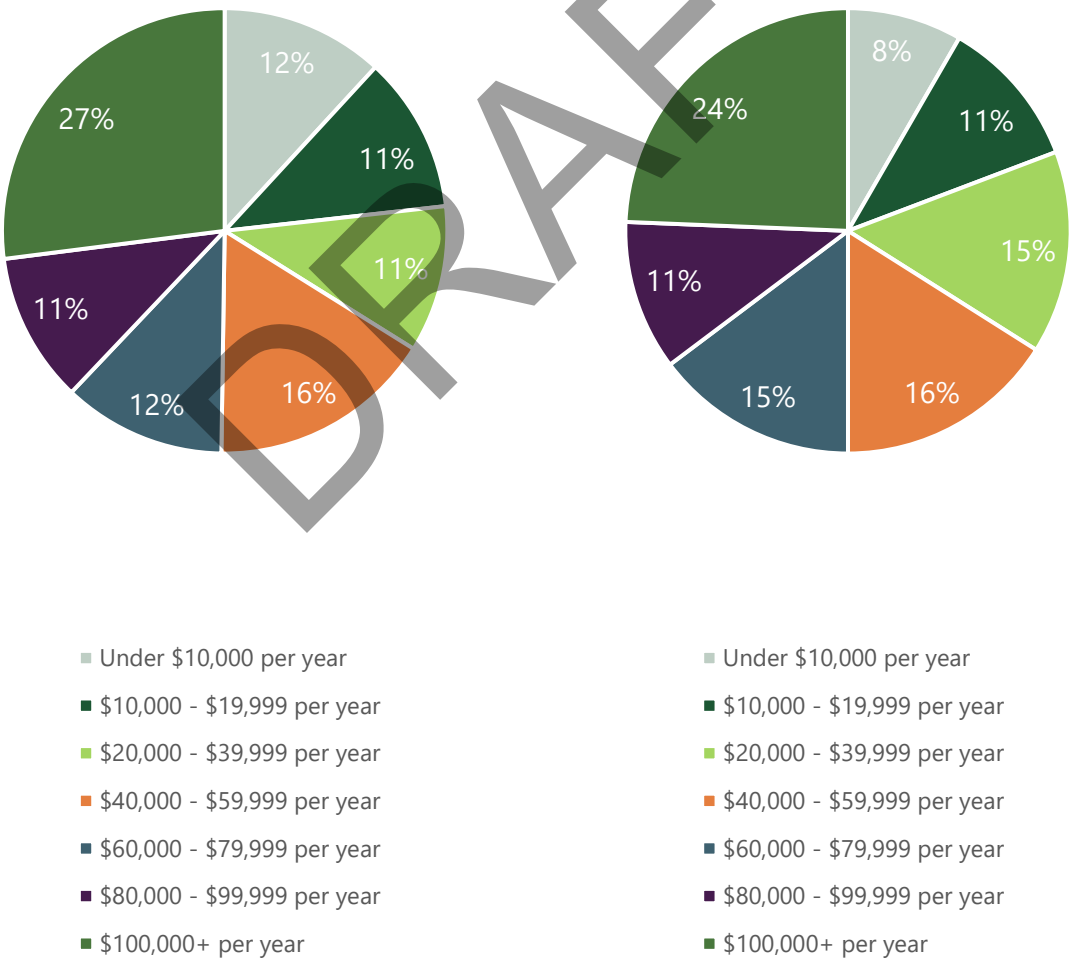


Figure 63. What is your total household income? (Summer)

DRAFT

Vehicle Ownership

12% of winter respondents and 14% of summer respondents mentioned they have no vehicle in their household. More than 70% of the respondent households have at least one vehicle, and 17% in the winter and 13% in the summer have more than three vehicles in their households as shown in **Figure 64** and **Figure 65.**

Figure 64. How many vehicles does your household have? (Winter)

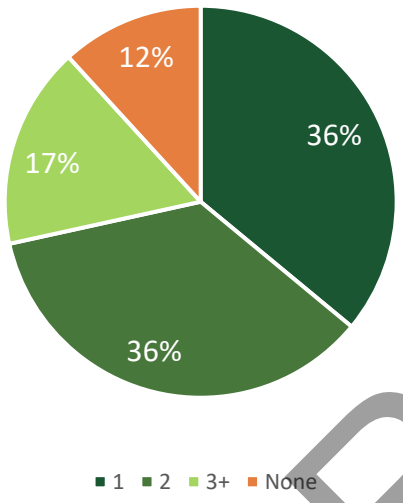
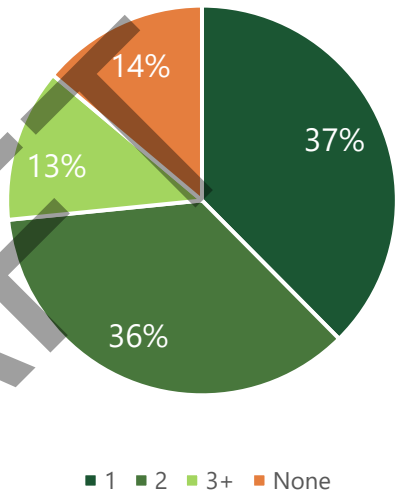


Figure 65. How many vehicles does your household have? (Summer)



DRAFT

Stakeholder Interviews and Focus Groups

Stakeholder interviews and focus groups were held throughout the process to get more in-depth understanding of what key users, employers, employees, and officials thought of the RTA service and how it could be improved. The questions asked during the interviews and focus groups can be found in Appendix A. The organizations interviewed are listed below:

- Alpine Express
- Crested Butte/ Mt. Crested Butte Chamber of Commerce
- Gunnison Chamber of Commerce
- Gunnison Valley Health
- GVRTA Board Members
- GVRTA Bus Drivers
- Inmigrantes Unidos (Spanish Speaking Focus-Group)
- Municipal/County Staff from Gunnison, Crested Butte, and Mt. Crested Butte
- Mountain Express
- Older Adult Residents
- Western Colorado University

Conversations with these groups brought insight into how different stakeholders use the RTA service, what they currently like about it, and what could be improved.

Key takeaways from the stakeholder outreach and focus groups are outlined below.

- GVRTA should be aware of new developments and expand its service to those sites if feasible.
- First/last mile improvements/connections (such as microtransit, improved bike facilities, park-and-rides, and car share) would help people get to/from the bus safer and improve the user experience.
- GVRTA should regularly collaborate between the communities and with Mountain Express.
- The services that the RTA offers should be expanded. Examples of community desires include late night service, an express route, and circulator routes.
- Educational efforts such as brochures and presentations should be expanded to encourage more people to ride the bus, such as the older adult population, students, the non-English speaking community, and visitors. These educational efforts can help explain the RTA services and general transit in the Gunnison Valley.
- Many stakeholders are dependent on the bus to get to/from work or school and really appreciate the free service.

Furthermore, once the initial project list was developed, municipal partners were given the opportunity to comment on the projects and express their thoughts on the prioritization of these projects.

DRAFT

Chapter 4: Project Development Process

In combination of the demographic review and the community outreach, the project team developed a set of travel markets (groups with common characteristics) to inform the list of potential projects. This chapter describes the identified travel markets and all projects that were initially considered.

Travel Markets

Travel markets are groups with common demographic characteristics who would use the transit service for a variety of trip purposes. They are important to identify to inform the initial project list. They are also an important qualitative metric to understand how successful a project may be over another as it relates to serving the travel markets. The following potential transit travel markets have been identified.

Commuters

With the focus of this update being on the commuter service provided between Gunnison, Crested Butte, and Mt. Crested Butte, commuters are a key travel market. As the demographic review displays, there is a large regional movement of workers throughout the corridor and providing effective commuter transit service is at the core of GVRTA's mission. To be clear, however, there are also many residents throughout the study area who live and work within the same community, and GVRTA provides limited internal circulation throughout local communities being a regional transit service.

Youth/Students

Youth populations as well as students of all educational institutions throughout the county are key users of GVRTA. Throughout the county, approximately 35% of residents are under the age of 25 and approximately 27% of residents are between the ages of 10 and 25. These riders may not have a driver's license or access to a vehicle and may be a market for increased ridership. They typically have the largest demand for getting to and from school, higher education, jobs, and recreational activities.

Older Adults

Approximately 15% of Gunnison County's residents are 65 years and older. Like youth populations, older adults are more likely to depend on transit to access destinations like community centers, grocery stores, and medical centers. Between the senior bus service and the commuter service, older adults are a key

DRAFT

focus of the transit service GVRTA provides. Improvements to the service, along with other mobility partnerships, can help serve older adults for their trip purposes.

Recreation

Recreation is the largest employment sector in Gunnison County, employing 21% of the population. Recreation is also a large destination throughout the county year-round, specifically for outdoor activities like skiing, biking, hiking, and rafting. Furthermore, there are other destinations that serve recreational purposes like recreation centers, performing arts centers, and the airport. Although GVRTA does not always provide door-to-door connections for these trip purposes, many riders use the bus service for recreational trip purposes.

Short, Community-Based Trips

These are trips that riders may make for a variety of purposes, such as access to grocery stores, restaurants, medical facilities, and social services. GVRTA does not directly cater to these trips, but it is possible at both ends of the commuter route to make these trips in a limited fashion. As a result, some people (especially in Gunnison) make these short trips using GVRTA, especially if they are transit dependent. Although serving these trips does not directly align with GVRTA's mission, strong partnerships between regional and local mobility providers can enhance the rider experience.

People with Limited Access to Vehicles

Approximately 2% of residents have no vehicles available and approximately 17% have one vehicle available countywide, but these statistics (as the other demographic statistics) vary by community. Households or individuals that have limited access to a vehicle are more likely to depend on transit and rely on GVRTA and other service providers for their transportation needs.

People with Disabilities

Approximately 8% of residents live with a disability of some sort in Gunnison County. People living with a disability may be more likely to rely on other modes of transportation than driving. There are not necessarily unique destinations that people with disabilities may need to access, and GVRTA can deliver on providing access to regional destinations, while partnering with other mobility providers for local and door-to-door transportation services.

People with Limited English Proficiency

With approximately 1% of the Gunnison County population having limited English proficiency and 7% of people speaking a language other than English, it is important that GVRTA continues to provide multilingual support for its community through its services. This is especially true as many of the survey

DRAFT

respondents and community members that the project team interacted with during the outreach phases were Spanish speaking.

Preliminary Project List

With travel markets identified, the team developed projects that GVRTA could consider for improving existing service and infrastructure to accommodate the growing demand for its transportation services. The projects are split between projects GVRTA would be directly responsible for and projects that would require coordination with the surrounding municipalities.

These were presented to the public during the summer community outreach phase, and they were evaluated to determine which projects GVRTA will pursue in the next five years. The preliminary project descriptions below are those that were used during this outreach process. After the outreach process, projects were evaluated and refined for final project descriptions in the final operating plan, as described in Chapter 6.

GVRTA Projects

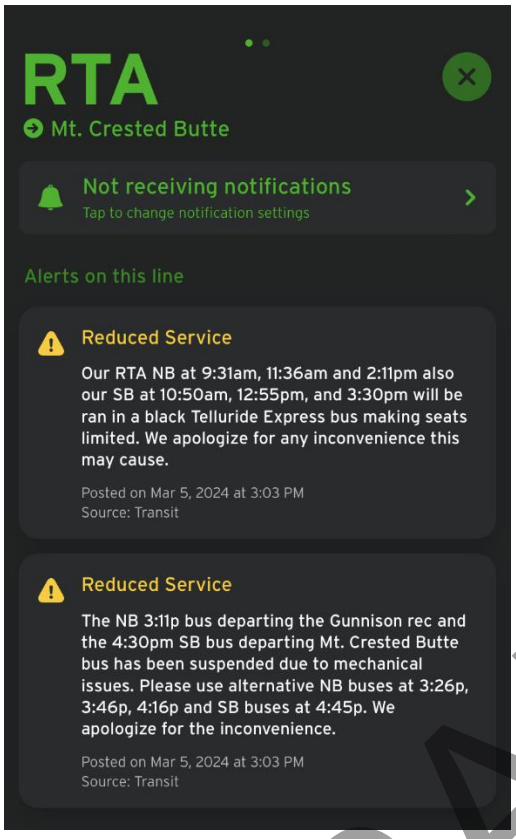
The projects that GVRTA would take on directly as part of their mission can be sorted into three categories: service expansion and improvement projects, capital projects, and organizational projects.

Service Expansion and Improvement Projects

Service expansion and improvement projects aim to improve the direct operations of the transit system.

1. **Expand Service Hours in the Peak Seasons and Target Service Hours in the Off-Seasons**. Winter and summer seasons run on the same schedule with two added evening runs and more 15-minute frequencies during the peak hours. Spring and fall seasons run with fewer service hours and 30-minute frequencies.
2. **Establish a Gunnison Commuter Microtransit Zone.** On-demand transit service where riders can request to be picked up within a service zone during service hours. Rides must start or end at a GVRTA bus stop.
3. **Establish a Crested Butte South Commuter Microtransit Zone.** On-demand transit service where riders can request to be picked up within a service zone during service hours. Rides must start or end at the CB South bus stop.
4. **Enhance Marketing Efforts**.
    a. Enhance the current Transit app to better address issues with real-time tracking, more timely notices of cancellations or delays, etc.

DRAFT



Example of GVRTA alert in Transit app. Source: Fehr & Peers.

DRAFT

b. Enhance the current website to make the schedule easier to read and navigate, along with other website improvements to improve access to information.

c. Create an educational brochure to distribute to community leaders, partners, and organizations. Brochure to include marketing of RTA services, FAQs about transportation in the Gunnison Valley, and contact information.

Capital Projects

Capital projects include the physical infrastructure that would be needed to support the service expansion and improvement projects.

1. **Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison.** An enhanced bus stop includes more passenger amenities and provides space for multiple transit operators to use the bus stop than a typical bus stop (think northbound Crested Butte 4-Way stop). This site would also house GVRTA administrative offices. Key amenities to this site would include a passenger waiting area, restrooms, room for multiple buses to stop, a dispatch office, a GVRTA staff office, and staff/rider parking spaces.

2. **Provide More Park-and-Ride Locations.** Parking lots near transit stops. Potential near-term locations include Brush Creek and CB South at Red Mountain Park. Also, plan for parking opportunities near future developments.



Existing parking at CB South bus stop. Source: Fehr & Peers.

3. **Finish Upgrading Bus Stops.** GVRTA has recently upgraded 19/25 bus stops with new shelters, lighting, and ADA access. The remaining stops to upgrade include: Gunnison Rec Center, Gunnison Community Schools, 11th & Virgina, Western, Denver & 135, Southbound Crested Butte 4-Way.



Existing Gunnison Rec Center bus stop. Source: Fehr & Peers.



Existing Southbound Crested Butte 4-Way bus stop. Source: Fehr & Peers.

4. **Install Bus Stop Near Property Owners Association at CB South.** Install an additional flag stop at Teocalli Road and Elcho Avenue (2 blocks from the CB South business district) to serve future CB South Development.

DRAFT

5. **Replace Bus Fleet per Fleet Replacement Plan.** Adjustments to the existing fleet replacement plan to reflect the increase in service and replace the buses accordingly.

Organizational and Internal Projects

Organizational and internal projects are projects that will not directly impact riders but will improve the operations of GVRTA processes. Note: only the first two projects were displayed to the public during the summer phase of outreach.

1. **Identify Requirements for Future Contracted Operators.** GVRTA currently contracts its commuter bus service to Alpine Express, who is responsible for operating buses, hiring drivers, maintaining and cleaning the buses, and enforcing onboard policies. When the current contract expires, GVRTA should include requirements that best serve GVRTA and its riders.
2. **Establish a Long-Term Vision.** A long-term plan looks toward the future and recommends projects that may not be feasible within the near term but could be feasible in the future with the projected growth of both the Gunnison Valley and GVRTA. This potentially includes reevaluating the vision, mission, and structure of the RTA to best serve the Gunnison Valley.
3. **Consider Minor Routing Change.** GVRTA will consider whether making a left turn from Teller Street to Virginia Avenue is feasible for easing driver turning difficulty that is currently experienced by turning left onto Georgia Avenue.
4. **Incorporate the North Valley Bus Storage Facility into Operations.** With an expanded fleet, GVRTA will begin to store some vehicles at its recently constructed north valley bus storage facility. This will allow GVRTA to begin some bus runs at the north end of the route.
5. **Coordinate with Other Regional Planning Efforts.** As the region continues to grow and plan for the future of its transportation network, it is important that GVRTA continues to be an active participant in the planning processes throughout the county and various municipalities.

DRAFT

Other Coordinated Projects

Coordinated projects are transportation-related projects that GVRTA would be a key partner but would not lead nor fund. Since GVRTA would not lead nor fund these projects, they are not evaluated for prioritization in Chapter 5 nor included in the capital plan in Chapter 6.

1. **Advise the Establishment of a Gunnison Circulator.** A circulator service for local and first/last mile trips within Gunnison, potentially funded and operated by a partnership between the City of Gunnison, WCU, and/or a new funding source. The route could include a connection to the airport and other key locations within Gunnison.
    a. GVRTA's Role: Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Gunnison Circulator.

2. **Advise the Establishment of a Crested Butte South Circulator.** A circulator service for local and first/last mile trips within Crested Butte South, potentially funded and operated by the Towns of Crested Butte and Mt. Crested Butte through Mountain Express along with the CB South POA and/or another funding source. The route should include a connection to Crested Butte.
    a. GVRTA's Role: Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Crested Butte South Circulator.
3. **Advise the Establishment of Micromobility Services (Shared Scooters/Bikes).** Scooter and bike share programs in Gunnison and in Crested Butte to improve first/last mile connections.
    a. GVRTA's Role: Provide designated spaces for scooter/bike parking at bus stops.
4. **Advise the Establishment of Brush Creek First/Last Mile Opportunities.** Explore first/last mile opportunities for communities adjacent to Brush Creek Road as development occurs. This may include fixed-route, microtransit, or micromobility opportunities.
    a. GVRTA's Role: Serve as liaison and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Brush Creek first/last mile opportunities.

DRAFT

Public Input on Preliminary Project List

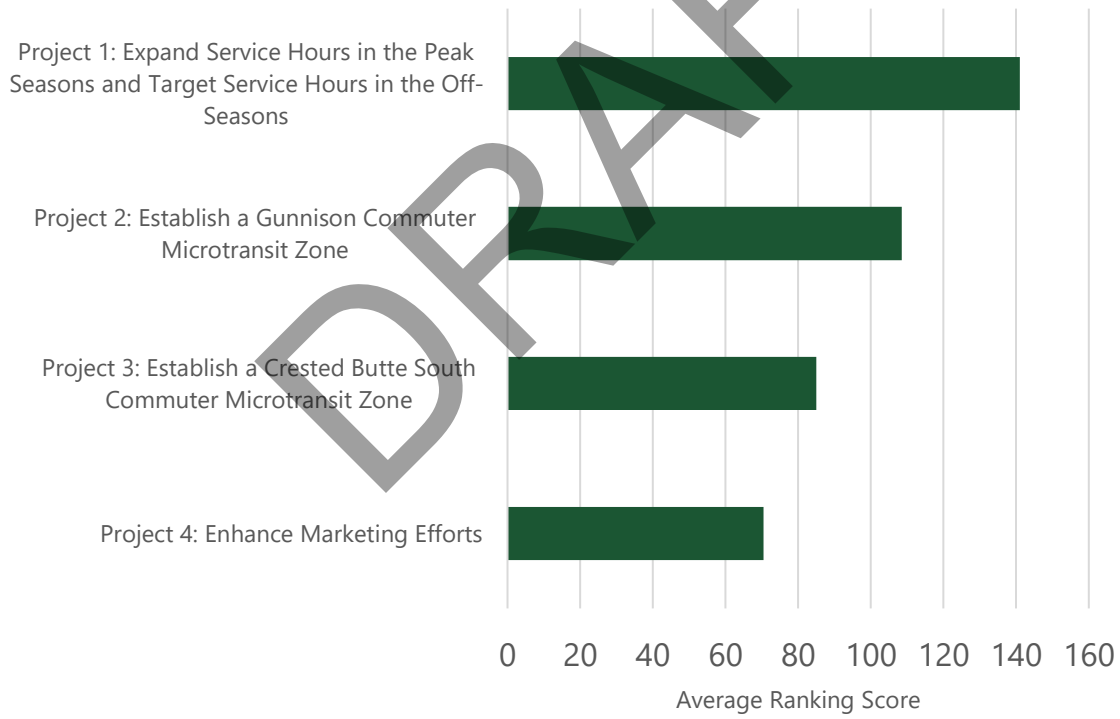
As described in Chapter 3, survey respondents and open house attendees during the summer outreach phase were asked to provide their input on the preliminary project list.

Summer Survey

Service Expansion and Improvement Projects

When asked to rank the most to the least important service expansion and improvement projects, most respondents chose project 1 which looks at adjusting service hours for more service during peak hours in peak seasons. Establishing commuter microtransit zones in Gunnison and Crested Butte South came in the second and third most important projects, and enhancing marketing efforts was identified as the least important as shown in **Figure 66**.

Figure 66. Please rank the following service expansion and improvement projects from 1-most important to you to 4-least important to you.[1]



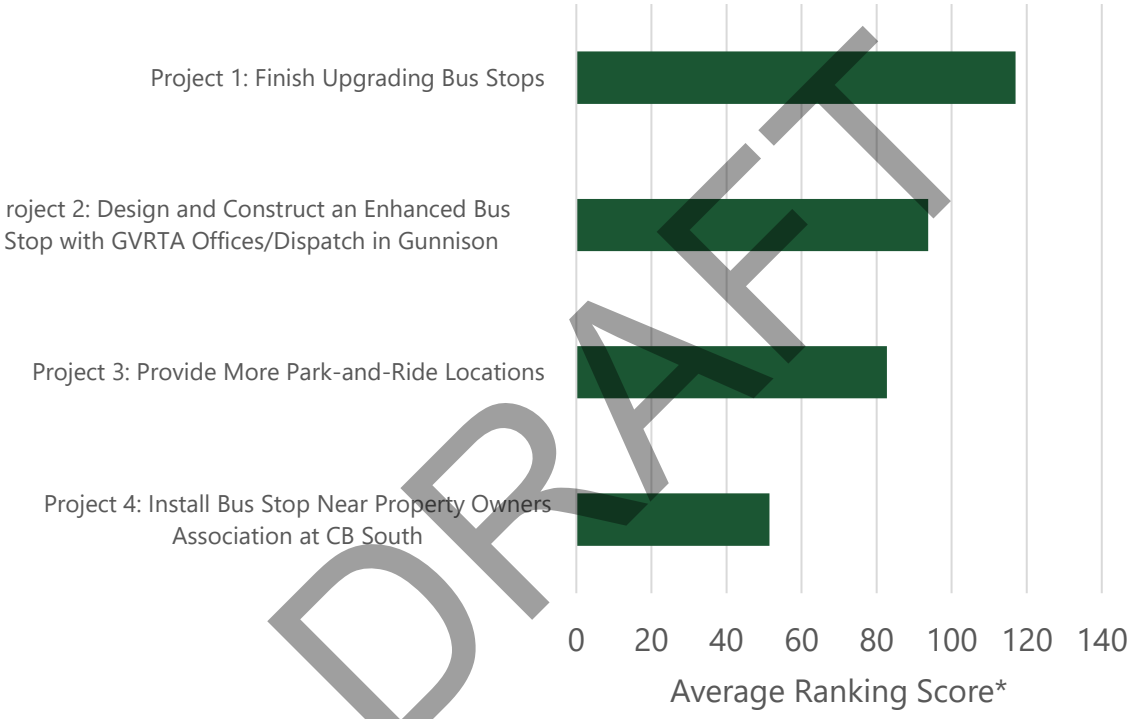
DRAFT

[1] The average ranking score is calculated based on which rank respondents gave each project. 1st rank of a project gives it the most points (4 points) and 4th rank gives it the least (1 point). All points are then calculated for an average ranking score.

Infrastructure (Capital) Projects

When asked to rank the most to the least important infrastructure projects, most respondents showed the most interest in finishing bus stop upgrades, followed by designing and constructing the enhanced bus stop. Providing more park-and-ride locations mostly ranked as the third most important and installing bus stops near the Property Owner Association (POA) at CB South was identified as the least important as shown in **Figure 67**.

Figure 67. Please rank the following infrastructure projects from 1-most important to you to 4-least important to you.

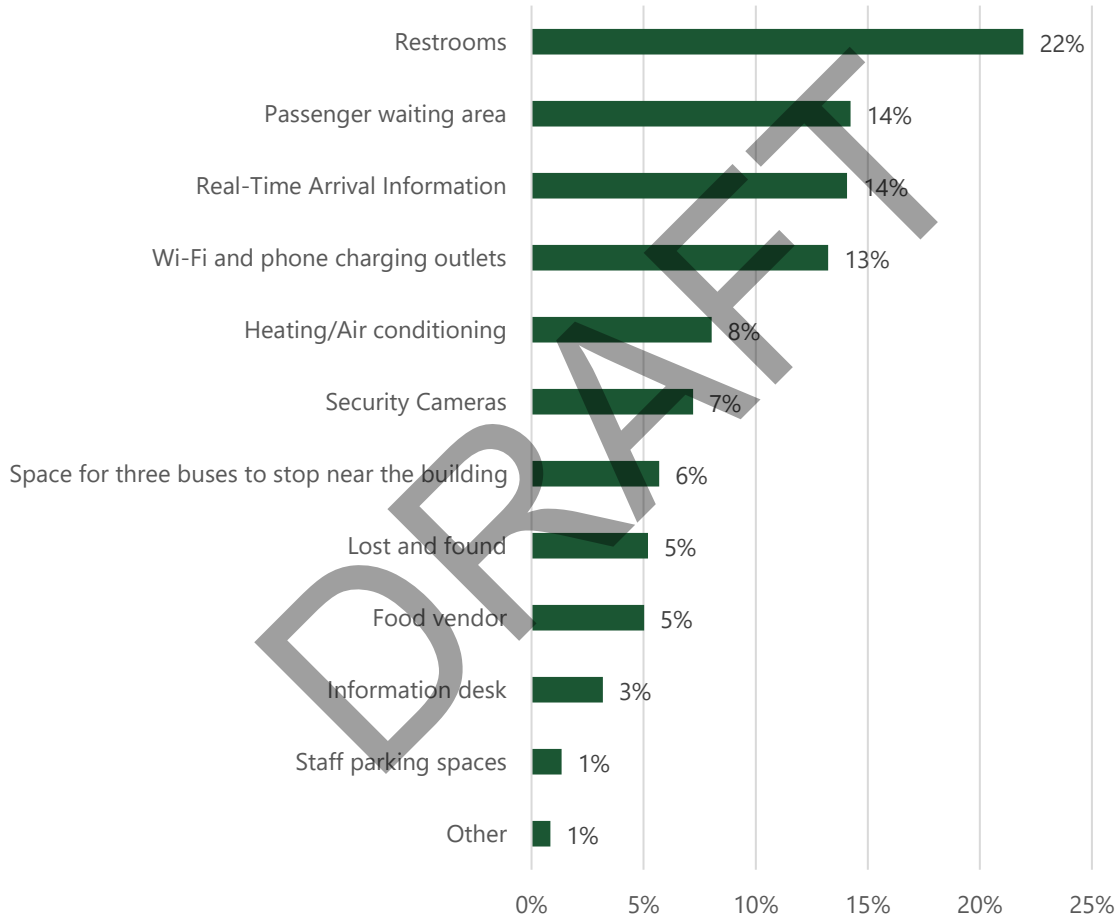


DRAFT

Enhanced Bus Stop Criteria

Figure 68 displays the desired amenities in the enhanced bus stop selected by the respondents. 22% of the respondents chose the restroom as the top amenity they would like to see, followed by the passenger waiting area (14%), and real-time arrival information (14%). 13% of the respondents were also interested in Wi-Fi and phone charging outlets.

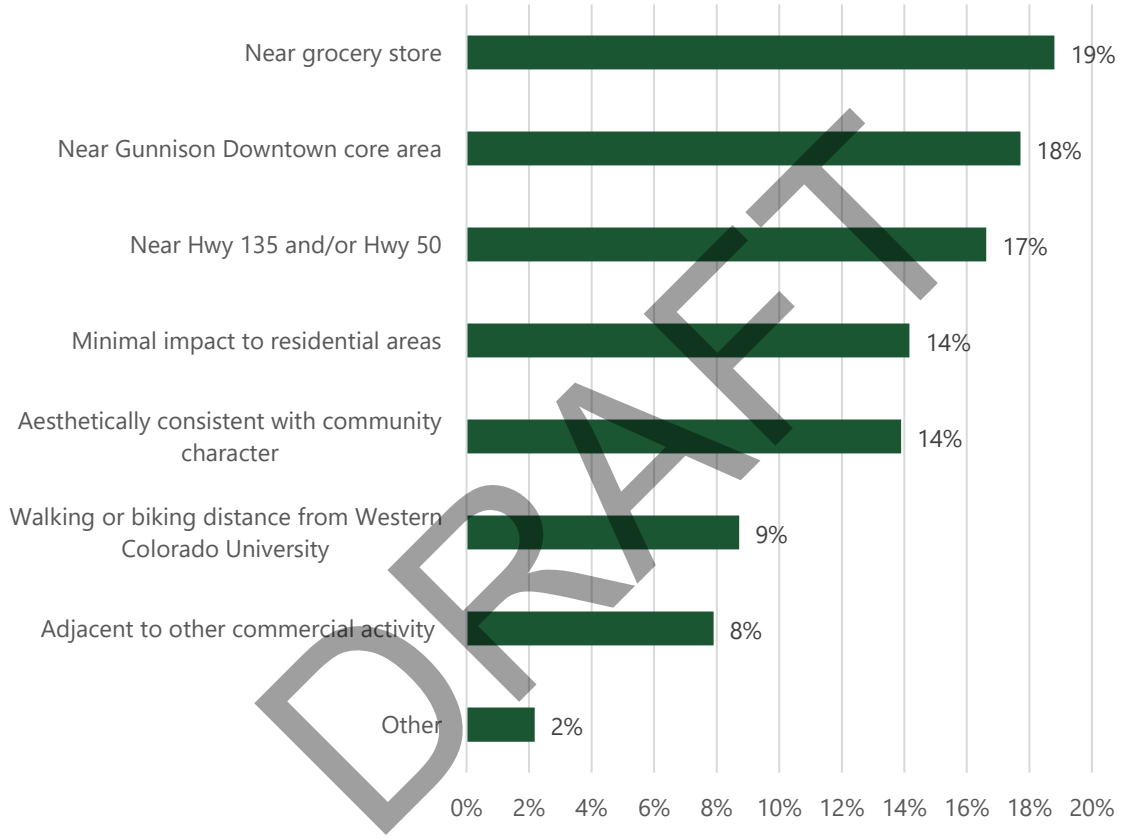
Figure 68. Please select up to five amenities that you would like to see included at the Enhanced Bus Stop and GVRTA Offices/Dispatch.



DRAFT

The respondents were also asked about the top location criteria, which are the factors that would be important in deciding the location for the enhanced bus stop. As shown in **Figure 69**, 19% of the respondents wished to have the enhanced bust stop near grocery stores, 18% responded Gunnison Downtown core area, and 17% wanted the facility to be built near the two main highways of the county.

Figure 69. Please select the top three criteria that are most important to you for the location of the Enhanced Bus Stop and GVRTA Offices/Dispatch.

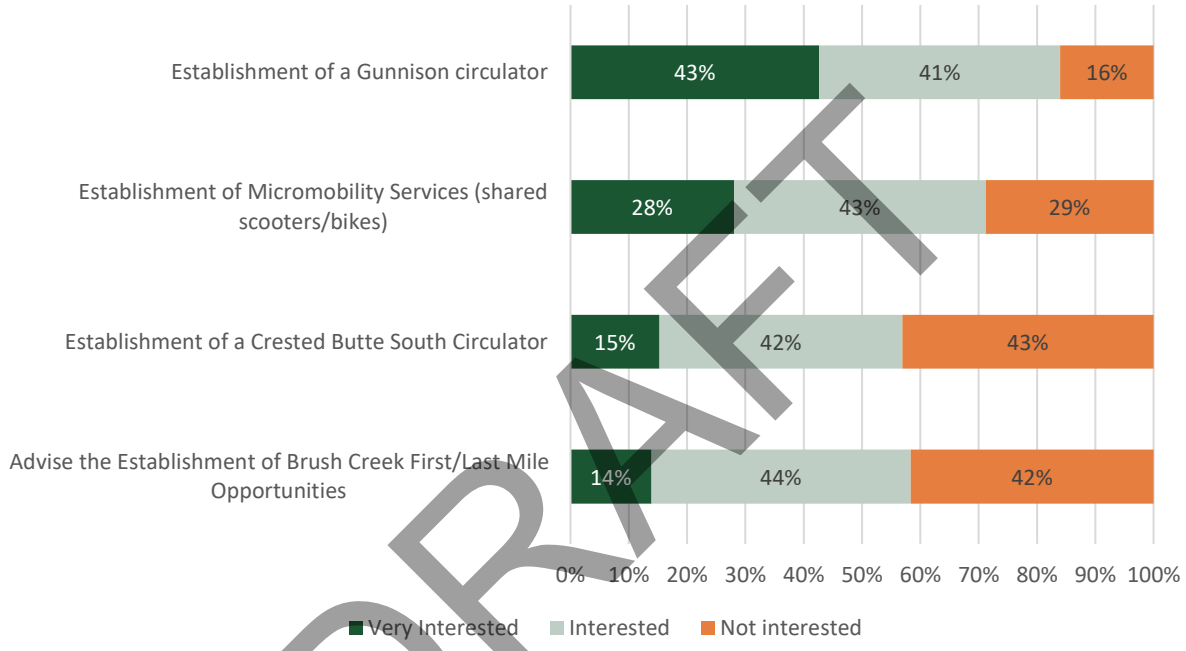


DRAFT

Coordinated Projects

As seen in **Figure 70**, 43% of the respondents expressed the most interest in the establishment of a Gunnison circulator, followed by the establishment of micromobility services (28%). Furthermore, more than 40% of the respondents indicated that they were not interested in the establishment of a Crested Butte South circulator and Brush Creek First/Last Mile Opportunities.

Figure 70. Please identify your interest in the following coordinated projects.



DRAFT

In-Person Open Houses

In addition to the surveying efforts, GVRTA held four open house meetings in the last week of June 2024 to gather public input on the preliminary projects. Two meetings were held in Gunnison and two were held in Crested Butte on different days and at different times to offer flexible opportunities. Attendees provided input through stickers and comments on boards that described the various projects.





Open Houses in Crested Butte and Gunnison. Source: Fehr & Peers.

Chapter 5: Project Evaluation

Out of the initial project list, eleven projects were evaluated for the purpose of identifying the feasibility and the priority of projects. The projects that were not evaluated included some of the organizational/internal projects and the coordinated projects that will not have a significant financial impact on GVRTA or require GVRTA's leading role. **Table 13** lists the projects that were evaluated along with service assumptions of each project.

Table 13: Evaluation Projects

Project Name	Project Assumptions
Service Expansion and Capital Improvement Projects	
Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons	Two more evening runs year-round and eight more peak-hour runs to have a consistent 15-minute peak hour frequency during the winter. Calculations assume 130-minute round trips (compared to the current 125 minutes).
Establish a Gunnison Commuter Microtransit Zone	An on-demand transit service that operates year-round with 2-3 vehicles between 5am and 8pm everyday where riders can request to be picked up within a service zone in Gunnison.
Establish a Crested Butte South Commuter Microtransit Zone	An on-demand transit service that operates year-round with 2 vehicles between 6am and 8pm everyday where riders can request to be picked up within a service zone in CB South.
Finish Upgrading Bus Stops	Upgrade the remaining six bus stops at Gunnison Rec Center, Gunnison Community Schools, 11th & Virginia, Western, Denver & 135, and Southbound Crested Butte 4 Way.
Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	A 1,200 square foot building on a lot near the current Safeway stop on Highway 50. The site was purchased by GVRTA in June 2024. The location should accommodate up to three GVRTA buses. Cost assumptions are based on the previously awarded CDOT grant.
Provide More Park-and-Ride Locations	Two park-and-rides at Brush Creek and CB South at Red Mountain Park.
Install Bus Stop Near Property Owners Association (POA) in CB South	Install flag stop at Teocalli Rd and Elcho Ave (2 blocks from the CB South business district).
Supporting Projects	
Marketing Efforts	Enhance the current Transit app, improve the website, and develop an educational brochure.
Identify Requirements for Future Contracted Operators	When the current contract expires, GVRTA should include requirements that best serve GVRTA and its riders.

DRAFT

Project Name	Project Assumptions
Establish a Long-Term Vision	A long-term plan looks toward the future and recommends projects that may not be feasible within the near term but could be feasible in the future with the projected growth of both the Gunnison Valley and GVRTA.
Replace Bus Fleet per Fleet Replacement Plan	Adjustments to existing fleet replacement plan to reflect the increase in service and replace the buses accordingly.

Note: Routing changes were not evaluated as a project but are reflected in the final capital plan.

Unique evaluation criteria were developed for the projects. The chosen criteria reflect a combination of the key metrics gathered throughout the project without relying too heavily on one source.

Table 14 outlines the evaluation criteria, the metric it measured, and the technical details of the measurement. After establishing the evaluation criteria, it was made clear that some projects cannot be evaluated on all metrics due to being more supportive in nature. As a result, four projects were evaluated only on cost, ease of implementation, support of goals of GVRTA, and support of goals of previous plans.

Table 14: Project Evaluation Criteria

Evaluation Criteria	Metric	Metric Description / Calculation
Ridership Impact	Estimated increase in daily ridership or ability to increase ridership	Quantitative assessment of operational projects based on the estimated number of daily vehicle revenue hours and expected number of passengers per vehicle revenue hour based on existing service or peer communities. Qualitative assessment of capital projects on potential to increase ridership.
Cost	Additional Operational / Construction / Maintenance Cost Over 5 Years	Full build cost estimates based on peer communities and GVRTA cost per revenue hour. All costs are displayed as a total for the next five years (some projects have already started in 2024, so the full cost may not be reflected in the capital plan)
Ease of Implementation	Qualitative ability to implement the project	Qualitative assessment of logistical needs for implementing each project, including need for vehicles, bus stops, drivers, coordination with partner agencies, timeframe, etc.
Supports Goals of GVRTA	Qualitative assessment of fit into existing GVRTA goals/mission	The goals of GVRTA are to provide a long term and energy efficient public transit system between the north and south ends of Highway 135 corridor and transport as many people as possible as safely as possible.

DRAFT

Evaluation Criteria	Metric	Metric Description / Calculation
Public Support of Project	Percent of survey respondents who voted for the project	Based on the summer public outreach. The percentage of respondents who voted for the project in the survey.
Destination Types	Number of destination types served	Number of common destination types (airport, work, ski resort, shopping/restaurants, school, public services, medical appointments, gym/recreation center), the project would directly and indirectly serve.
Transit Propensity Factors	Number of transit propensity factors that have a high classification census tract covered by the service area.	Using Fehr & Peers Demographic Mapping Tool (Census Data) to identify the number of propensity factors that have a high classification in a census tract within the service area. Included factors: population density, population under 18, population over 65, non-white population, population with limited vehicle access, population below the federal poverty line, limited English, limited internet, population with a disability, and population that commutes using transit.
Travel Markets Served	Number of travel markets the project would serve	Based on travel markets identified, calculates the number of travel markets each project could potentially serve.
Supports Goals of Previous Plans	Number of reviewed plans the project supports	Number of previous plans (out of 6 non-GVRTA plans reviewed during the existing conditions) where the project would help accomplish/assist at least one action item/goal.

DRAFT

Project Evaluation Results

Each of the projects listed in **Table 13** were evaluated using the applicable evaluation criteria. **Table 15** shows the results of the service expansion and capital improvement project evaluation and **Table 16** shows the results of the supporting project evaluation. The cells in the project evaluation tables are highlighted based on feasibility. Dark green shows higher feasibility while light green indicates lower feasibility. Full calculations for each of the criteria can be found in Appendix B.

DRAFT

Table 15: Service Expansion and Capital Improvement Project Evaluation

Evaluation Criteria	Metric	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-and-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.
Ridership Impact	Estimated increase in daily ridership or ability to increase ridership	124 - 219	113 - 188	28 - 84	Low	Medium	Low	Low
Cost	Additional Operational / Construction / Maintenance Cost Over 5 Years	$2M - $2.8M	$5M - $6.5M	$4M - $4.5M	$150K - $175K	$1.8M - $2M	$500K - $1M	$150K - $175K
Ease of Implementation	Qualitative Ability to Implement (based on timeframe, requirement for new stops, more drivers, enhanced marketing, ease of making changes/updating)	High	Medium	Medium	High	Low	Low	Low
Supports Goals of GVRTA	Qualitative assessment of fit into existing GVRTA goals/mission	High	Low	Low	Medium	Medium	Medium	Low
Public Support of Project	Percent of survey respondents who ranked the project in the top two (from the summer survey)	45%	28%	15%	43%	30%	19%	8%
Destination Types	Number of Destination Types Served	6	2.5	2.5	6	5	2.5	3.5
Transit Propensity Factors	Number of transit propensity factors that have a high classification census tract covered by the service area.	10	10	1	9	10	4	1
Travel Markets Served	Number of Travel Markets Served	5.5	7.5	7.5	8	8	4.5	5.5
Supports Goals of Previous Plans	Number of previous plans (out of 6) where the project would help accomplish/assist at least one action item/goal	5	2	2	4	2	3	0

DRAFT

Table 16: Supporting Project Evaluation

Evaluation Criteria	Metric	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Replace Bus Fleet per Fleet Replacement Plan
Cost	Annual cost to operate/complete/maintain	$25K - $40K	$10K - $15K	$25K - $50K	$8.8M - $11M
Ease of Implementation	Qualitative Ability to Implement (based on timeframe, requirement for new stops, more drivers, enhanced marketing, ease of making changes/updating)	High	High	Medium	High
Supports Goals of GVRTA	Qualitative assessment of fit into existing GVRTA goals/mission	Medium	Medium	Medium	High
Supports Goals of Previous Plans	Number of previous plans (out of 6) where the project would help accomplish/assist at least one action item/goal	2	0	6	0

DRAFT

After evaluating the projects, the projects could be ranked by more feasible to less feasible. The ranking order for operational and infrastructure projects are listed below with "1" being highest feasibility/ desirability rating.

Service Expansion and Capital Improvement Projects

1. Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons
2. Finish Upgrading Bus Stops
3. Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison
4. Provide more Park-and-Ride Locations
5. Establish a Gunnison Commuter Microtransit Zone
6. Establish a Crested Butte South Commuter Microtransit Zone
7. Install a Bus Stop Near Property Owners Association (POA) at CB South

Supporting Projects

1. Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)
2. Establish a Long-Term Vision
3. Identify Requirements for Future Contracted Operators
4. Replace Bus Fleet per Fleet Replacement Plan

Projects to be Pursued

After analyzing the project evaluation results all projects, except for the microtransit zones in Gunnison and Crested Butte South, were chosen by GVRTA and the project team to be pursued in the next five years. The microtransit zones were not chosen because they have a high cost associated with them, did not have as much support in the public input process, and do not directly meet other project and GVRTA goals. The projects that will be implemented in the next five years are described in detail in Chapter 6.

DRAFT

Chapter 6: Strategic Operating and Capital Plan

This chapter provides guidance on GVRTA's next five operating years (2025 through 2029) and can be leveraged for funding and other key decisions. It also provides detailed descriptions of all projects that will be pursued in the next five years; it should be noted that some projects that are described have no financial cost to GVRTA associated with them and therefore will not show up in the capital plan table but will be described. **Table 17** displays the capital plan for the next five years. It shows the cost for a project per year, the total cost for all projects each year, and the total cost per project over five years. These costs do not assume any contribution from state or federal grants. This means that the total cost for GVRTA will likely be lower, assuming the organization's continued success in grant awards. **Figure 71** also displays the implementation timeline for each of the project details.

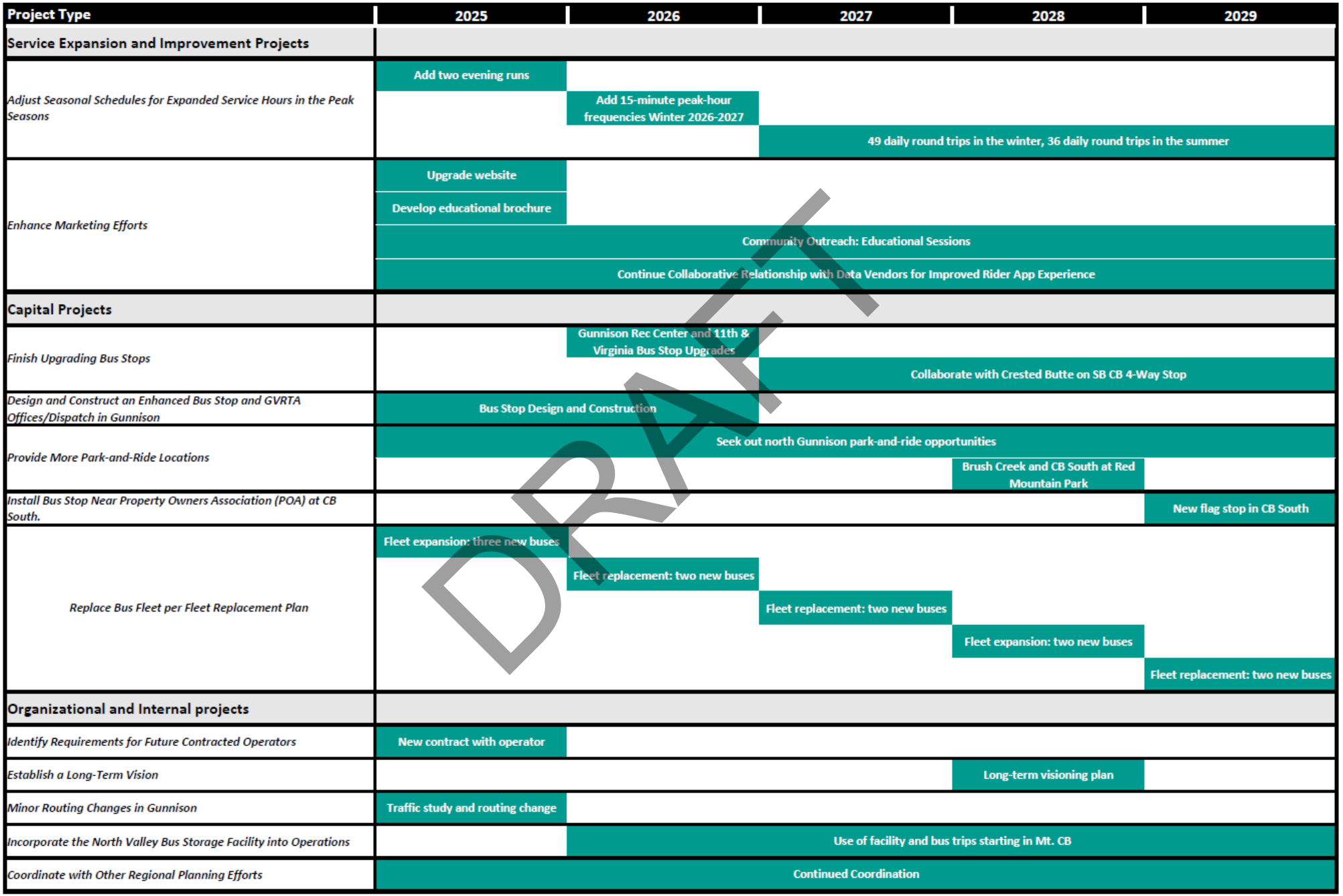
DRAFT

Table 17: Capital Plan

Projects	2025		2026		2027		2028		2029		Total Cost Over 5 Years	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Service Expansion and Improvement Projects												
Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons	$100,000	$350,000	$350,000	$450,000	$550,000	$650,000	$550,000	$650,000	$550,000	$650,000	$2,100,000	$2,750,000
Enhance Marketing Efforts: Upgrade Website	$8,000	$12,000	$-	$-	$-	$-	$-	$-	$-	$-	$8,000	$12,000
Enhance Marketing Efforts: Develop Educational Brochure	$-	$-	$5,000	$10,000	$-	$-	$-	$-	$-	$-	$5,000	$10,000
Capital Projects												
Finish Upgrading Bus Stops	$-	$-	$75,000	$100,000	$-	$-	$-	$-	$-	$-	$75,000	$100,000
Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	$1,000,000	$1,200,000	$-	$-	$-	$-	$-	$-	$-	$-	$1,000,000	$1,200,000
Provide More Park-and-Ride Locations	$-	$-	$-	$-	$-	$-	$500,000	$1,000,000	$-	$-	$500,000	$1,000,000
Install Bus Stop Near Property Owners Association (POA) at CB South.	$-	$-	$-	$-	$-	$-	$-	$-	$125,000	$175,000	$125,000	$175,000
Replace Bus Fleet per Fleet Replacement Plan	$2,400,000	$3,000,000	$1,600,000	$2,000,000	$1,600,000	$2,000,000	$1,600,000	$2,000,000	$1,600,000	$2,000,000	$8,800,000	$11,000,000
Organizational and Internal Projects												
Establish a Long-Term Vision	$-	$-	$-	$-	$-	$-	$25,000	$50,000	$-	$-	$25,000	$50,000
Minor Routing Changes in Gunnison	$5,000	$10,000	$-	$-	$-	$-	$-	$-	$-	$-	$5,000	$10,000
Total Cost for the Year	$3,513,000	$4,572,000	$2,030,000	$2,560,000	$2,150,000	$2,650,000	$2,675,000	$3,700,000	$2,275,000	$2,825,000	$12,643,000	$16,307,000

DRAFT

Figure 71: Implementation Timeline



DRAFT

GVRTA Projects

The projects that GVRTA would directly take on as part of their mission can be sorted into three categories: service expansion and improvement projects, capital projects, and organizational projects.

Service Expansion and Improvement Projects

Service expansion and improvement projects aim to improve the direct operations of the transit system.

Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons

The top project for GVRTA, based on the project evaluation and alignment with GVRTA's mission, is to continue to enhance the service it currently provides between the two ends of the Gunnison Valley. Incorporating two additional runs into the evening to primarily serve the service workers is possible with the current fleet and could be implemented as soon as the next schedule change. It is recommended that this be done for both the summer and winter schedules, but GVRTA can decide whether one or both additional runs are added first. Key considerations for adding these additional evening trips, however, are the impacts on driver schedules and impacts on the rider experience. It is recommended that GVRTA cut these evening runs if it does not see the desired ridership within one year of implementing them.

Continuous 15-minute peak-hour frequencies can be added once the bus fleet is expanded to thirteen buses, expected by November 2026. This will add four roundtrips during both the morning and the evening peaks, providing three continuous hours of 15-minute frequencies during the winter season. At the time of this plan, the consistent 30-minute frequency during the summer season is considered to be enough. Furthermore, although the project team originally included a potential for reduced frequencies during the spring and fall, it was determined that the consistent 30-minute frequency appropriately accommodates the demand during the slower seasons too. It is estimated that by the time two additional evening runs and consistent 15-minute peak-hour frequencies are added into the winter season, it will cost GVRTA an additional $550K to $650K annually, beyond its current operating cost. Over the five-year plan, the total for these schedule adjustments are estimated to be between $2.1M to $2.75M. This cost also assumes that GVRTA will extend its roundtrip time to 130 minutes (instead of the current 125 minutes) to accommodate increased dwell time at stops for boardings and alightings, and to provide more consistent schedules. This time extension may also result in the need for an additional location for a second bus at the Mt. Crested Butte Transit Center bus stop due to more buses arriving to the bus stop before the previous bus has departed after its layover. GVRTA also plans to hire a bus operations manager who can work closely with dispatch to ensure clear coordination at the Mt. Crested Butte Transit Center bus stop.

DRAFT

Enhance Marketing Efforts

Upgrade Website

Enhance the current website to make the schedule easier to read and navigate along with other website improvements to improve access to information, such as an accessible widget to change the language. This is scheduled to be done in 2025 and is estimated to cost $8K to $12K to hire a website designer.

Create an Educational Brochure

Create a bilingual educational brochure to distribute to community leaders, partners, and organizations. The brochure should include marketing of RTA services, FAQs about transportation in the Gunnison Valley, and how to use the app. It is important that GVRTA staff use this educational brochure in conjunction with in-person educational sessions with various groups of the community. Some ideas include biannual presentations to the senior centers, semesterly presentations to incoming students to Western Colorado University, and bilingual presentations to the Inmigrantes Unidos community group. This brochure is estimated to cost $5K to $10K to develop, and it should be easily editable to provide flexibility in the information the brochure includes. The brochure should be developed ahead of the significant frequency increases slated for November 2026, but it can be developed earlier if desired.

Continue Collaborative Relationship with Data Vendors for Improved Rider App Experience

A key concern that the public expressed during the outreach process is the need for improvements to the Transit app. Specifically, there have been issues with the real-time tracking feature and with timely notices of cancellations or delays. GVRTA currently works with Swiftly to process automatic vehicle location (AVL) data. This data is often reliant on the cellphone towers for transmission, which means it is only as good as the reception, which can be spotty in certain segments of the GVRTA route. As technology improves, it is expected that the AVL data can also improve. After being processed by Swiftly, this data is then displayed through the Transit app. GVRTA will also push out notifications for delays, cancellations, or other relevant alerts directly through the Transit app. Typically many of the issues occur due to irregularities in the service not being coded correctly, such as when GVRTA is using a back-up vehicle provided by the contractor if no GVRTA fleet is available. As part of the bus operations manager's role, they can ensure that these details do not negatively affect the real-time information that riders receive.

GVRTA's relationship with these data vendors has been historically positive as they have provided the necessary services. To provide the best experience for riders, it is recommended that GVRTA continue to proactively reach out on a regular basis to both vendors to ensure that their data is being displayed accurately and promptly. It is not currently expected that these proactive meetings with the data vendors will cost additional money for GVRTA, unless there are features that become available that may require more money.

DRAFT

Capital Projects

Capital projects include the physical infrastructure that would be needed to support the service expansion and improvement projects.

Finish Upgrading Bus Stops

Throughout the process of this plan in 2024, three of the six remaining bus stops needing upgrades have been updated with new shelters, lighting, and ADA access. The remaining stops to upgrade include: Gunnison Rec Center, 11th & Virgina, Southbound Crested Butte 4-Way. It costs between $25K to $50K to upgrade a bus stop depending on the existing infrastructure. GVRTA is committed to upgrading the Gunnison Rec Center and the 11th & Virginia stops with $100K in 2026, but upgrading the Southbound Crested Butte 4-Way stop will require coordination with the Town of Crested Butte, which may impact the cost and timeline for upgrading the stop.



Example of Upgraded Bus Stop: Library Bus Stop. Source: Fehr & Peers.

DRAFT

Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison

Design and construct a 1,200 square foot enhanced bus stop with GVRTA offices and a dispatch office on the recently bought lot near the existing Safeway stop. Key amenities the site will include are a passenger waiting area, restrooms, room for three buses to stop, a dispatch office, a GVRTA staff office, and staff/rider parking spaces. The enhanced bus stop will be similar to the Crested Butte 4-Way stop. The land where the enhanced bus stop will be located has already been purchased by GVRTA in 2024, and it aligns with the preferred location criteria for which the public provided input. Initial design work has also already begun. The design will be completed in 2025, and the construction of the enhanced bus stop is planned to start and finish in 2026 for an estimated cost of $1M to $1.2M. GVRTA has already been awarded a $1M grant from CDOT to help cover a portion of these costs.

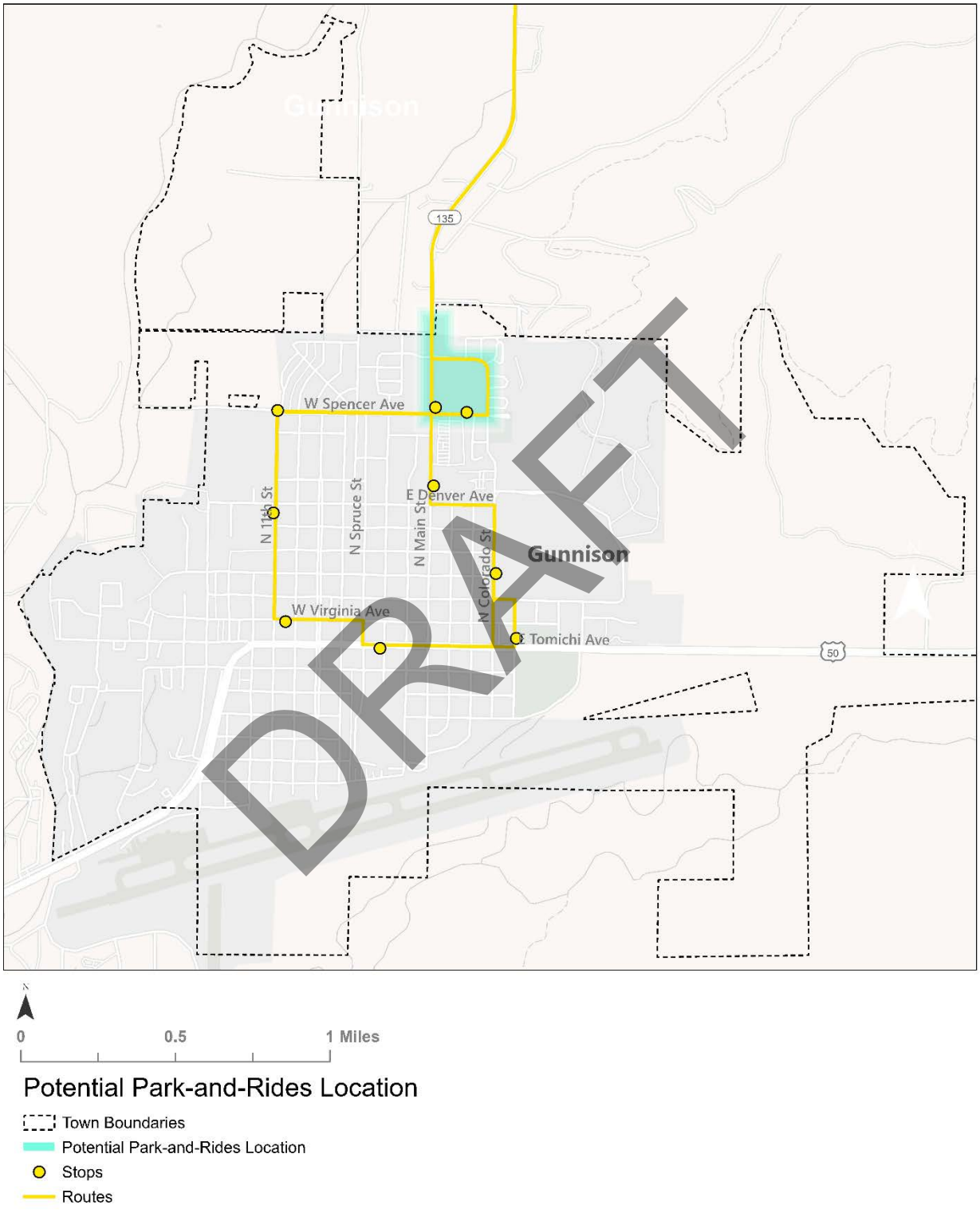
Provide More Park-and-Ride Locations

Providing more park-and-ride locations will help increase the accessibility of GVRTA services for those who do not live close to an existing bus stop. Per input from municipal partners, park-and-rides also have the benefit of being lower cost as a first/last mile solution than providing a local transit service (such as the originally proposed microtransit services). Near-term park-and-ride locations that are going to be pursued include Brush Creek and an expansion of the existing parking at the Crested Butte South stop at Red Mountain Park. These are estimated to cost GVRTA a combined total of $500K to $1M and will likely be pursued in 2028.

In addition to the two identified locations, park-and-rides should be considered in north Gunnison when opportunities become available, as illustrated in **Figure 72**. Although these opportunities may include purchasing land to provide park-and-ride opportunities, it is recommended that GVRTA prioritize seeking out shared-parking agreements as developments and land-ownership changes. This allows for the land to be used more productively, and the park-and-ride can serve as a destination for more than serving GVRTA riders.

DRAFT

Figure 72: Potential North Gunnison Park-and-Ride Locations



Source: Fehr & Peers

Install Bus Stop Near Property Owners Association at CB South

An additional flag stop at Teocalli Road and Elcho Avenue, which is two blocks from the Crested Butte (CB) South business district, is planned to be installed in 2029. With projected development in CB South, it will be important to provide direct and convenient access to the regional transit provider. The bus stop will be located on the east side of Teocalli Road, meaning people who board the bus here for destinations outside of CB South will need to ride the bus through the current CB South bus stop before heading out of CB South. The estimated cost for this new flag stop is $125K to $175K, which is higher than bus stop upgrades because new stops require additional infrastructure.

Replace Bus Fleet per Fleet Replacement Plan

Table 18 summarizes plans for replacing and adding buses to the fleet. The full fleet replacement plan with detailed, expected mileage per vehicle per year can be found in Appendix C. Overall, fleet expansion from 10 buses to 13 is expected in 2025 (by the end of the year). Additionally, more fleet expansion to a total of 15 buses is expected in 2028. Six of the existing buses are also set to be retired due to mileage in 2026, 2027 and 2029 (two per year). With an estimated cost of $800K to $1M per bus, the purchase of eleven new buses is expected to be $8.8M to $11M. This is another expense that GVRTA has historically been successful in receiving state and federal assistance.

DRAFT

Table 18: Fleet Replacement Plan Summary

Year	Starting Buses	New Buses	Retired Buses	Total Buses
2025	10	3	0	**13**
2026	13	2	2	**13**
2027	13	2	2	**13**
2028	13	2	0	**15**
2029	15	2	2	**15**

Organizational and Internal Projects

Organizational and internal projects are projects that will not directly impact riders but will improve the operations of GVRTA processes.

Identify Requirements for Future Contracted Operators

GVRTA currently contracts its commuter bus service to Alpine Express, who is responsible for operating buses, hiring drivers, maintaining and cleaning the buses, and enforcing onboard policies. When the current contract expires, GVRTA should include requirements that best serve GVRTA and its riders. It is recommended that GVRTA develop a set of performance metrics to assess the quality of service that the contractor is providing. These performance metrics would center on topics of customer satisfaction,

service effectiveness and efficiency, safety, and maintaining a state of good repair. By evaluating the contractor's performance, GVRTA can better gauge the performance of the system, hold the contracted service operator accountable to the metrics, and communicate the performance with board members and the public. The new bus operations manager will be responsible for tracking and reporting these performance metrics. This process does not have a financial cost associated with it and will mostly be complete by the beginning of 2025.

Establish a Long-Term Vision

GVRTA routinely performs strategic five-year operating plans that set near-term, feasible goals. While this is important for the operations of GVRTA, it is important to expand the outlook to the next 10 to 20 years. A long-term visioning plan involves various community stakeholders and looks toward the future and recommends projects that may not be feasible within the near term but could be feasible in the future with the projected growth of both Gunnison Valley and GVRTA. This potentially includes reevaluating the vision, mission, and structure of the RTA to best serve the Gunnison Valley. Some key considerations for the long-term vision include:

- GVRTA's role in serving transit needs outside of the immediate Highway 135 corridor.
- GVRTA's role in local travel as Mountain Express continues to grow in serving the north end of the valley and the City of Gunnison potentially considers a local circulator.
- Evaluating the advantages and disadvantages of turn-key operations (current structure) compared to agency operations.

This visioning process is slated to happen in 2028 with an estimated cost of $25K to $50K. It is intended that GVRTA complete this process after a full year of more peak-hour service and a full year of servicing the enhanced bus stop.

Minor Routing Changes in Gunnison

Currently, the bus route through Gunnison includes a left turn from Teller Street to Georgia Avenue before turning right onto Colorado Street. This left turn can be difficult to make due to the narrow street configuration. GVRTA should consider making the left turn one block earlier at the wider Virginia Avenue. There are multiple traffic implications that need to be further studied for feasibility of this routing change:

- Collecting 24-hour traffic counts and speed data to understand traffic flow through the Virginia Avenue and Colorado Street intersection, and the impacts of a four-way stop instead of the current two-way stop.
- Considering the traffic safety impacts:
    - Ensuring the sight distances are appropriate with no landscaping or foliage blocking the view for bus drivers or intersecting vehicles.

DRAFT

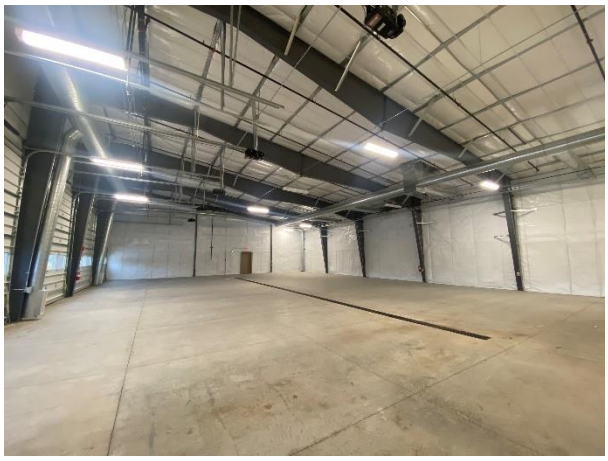
- Evaluating the implications of having a bus stopping at a two-way stop intersection (Virigina Avenue and Colorado Street) compared to a four-way stop intersection. Note: the current routing through Georgia Avenue and Colorado Street ensures the bus stops at a four-way stop and has clear right-of-way.
- The reduced reaction time for a vehicle turning off Tomichi Avenue (Highway 50) in the case a bus is turning onto Colorado Street. Currently the route turns onto Colorado Street two blocks north of Tomichi Avenue, but in the routing change, this would occur one block north of Tomichi Avenue.

Although the routing change will not have a financial impact on the operations, the capital plan sets aside $5K to $10K in 2025 in case a traffic study is needed in coordination with the City of Gunnison to make the routing change.

Incorporate the North Valley Bus Storage Facility into Operations

In 2024, GVRTA finished construction and payment for its north valley bus storage facility, located in an industrial area near the Riverland bus stop outside of Crested Butte. The facility can accommodate up to five buses, including washing and other maintenance activities. As the GVRTA fleet expands and the current location in Gunnison is not able to accommodate the entire fleet, GVRTA will need to store buses overnight at the north valley facility. This will also allow GVRTA to begin some bus runs at the north end of the route, meaning that these riders can be served earlier and at more flexible times than relying on buses to always come up from Gunnison. With the increased need for coordination between the south and north end of the valley, the bus operations manager will be a critical member in ensuring dispatch accurately and consistently assigns buses to/from the right facilities, especially in weather, traffic, mechanical and other abnormal events. At this time, incorporating the facility into the operations does not have a financial cost associated with it, but it will have a larger impact on operational costs if the schedule is adjusted for more service beyond what this plan recommends.

DRAFT



Inside north valley bus storage facility. Source: Fehr & Peers.



Outside north valley bus storage facility. Source: Fehr & Peers.

DRAFT

Coordinate with Other Regional Planning Efforts

As the region continues to grow, there will be significant impacts to the transportation network and ensuring all residents, employees, and visitors are able to get around safely and conveniently. GVRTA's regional importance will continue to grow, so being an active participant in planning processes throughout the county and various municipalities can encourage collaboration on future transportation opportunities. These planning processes can include, but are not limited to, the CO-135 Safety Action Plan; the Integrated Land Use, Transportation, and Infrastructure Plan; small area plans; local access plans; and other transportation network and transit plans. Being involved in regional planning efforts does not have a financial cost associated with it, but potential action items that may come out of these processes may require GVRTA's financial contribution.

Other Coordinated Projects

Coordinated projects are transportation-related projects that GVRTA would be a key partner but would not lead nor fund.

Advise the Establishment of a Gunnison Circulator

Providing a local Gunnison circulator service for local and first/last mile trips within Gunnison does not currently fit within GVRTA's mission as a regional transit provider. However, this opportunity could potentially be funded and operated by a partnership between the City of Gunnison, WCU, and/or a new funding source. The route could include a connection to the airport and other key locations within Gunnison. Some ideas for what a circulator could potentially look like for the City of Gunnison were previously explored in the GVRTA Strategic Transit Plan. If this circulator service was to be developed, GVRTA's role would be to serve as a liaison and experienced transit provider. GVRTA would be a key

partner to ensure coordination between GVRTA services and the Gunnison Circulator for a seamless rider experience.

Advise the Establishment of a Crested Butte South Circulator

Providing a local circulator service for local and first/last mile trips within Crested Butte South does not currently fit within GVRTA's mission as a regional transit provider. However, this opportunity could potentially be funded and operated by the Towns of Crested Butte and Mt. Crested Butte through Mountain Express along with the CB South POA and/or another funding source. The route could include a connection to Crested Butte. If this circulator service was to be developed, GVRTA's role would be to serve as a liaison and experienced transit provider. GVRTA would be a key partner to ensure coordination between GVRTA services and Crested Butte South Circulator for a seamless rider experience.

Advise the Establishment of Micromobility Services (Shared Scooters/Bikes)

Micromobility services, such as scooter and bike share programs could improve first/last mile connections throughout Gunnison, Crested Butte, and Mt. Crested Butte. However, these programs do not currently fit within GVRTA's mission as a regional transit provider. If these programs were to be established, GVRTA's role would be to provide designated spaces for scooter/bike parking at its bus stops.

Advise the Establishment of Brush Creek First/Last Mile Opportunities

Communities adjacent to Brush Creek Road are anticipated to develop over the next decade, including the Whetstone affordable housing development. Like other communities throughout the region, people will need access to the regional transportation network. GVRTA currently serves the community with bidirectional bus stops at Highway 135 and Brush Creek Road. A roundabout is also expected at this intersection. Local, first/last mile opportunities for these communities will need to be planned, which does not fit within the current GVRTA mission. These may include fixed-route, microtransit, or micromobility opportunities. If any of these services were to be developed, GVRTA's role would be to serve as a liaison and experienced transit provider. GVRTA would be a key partner to ensure coordination between GVRTA services and the Brush Creek first/last mile opportunities for a seamless rider experience.

DRAFT

Appendix A: Community Outreach Materials

Stakeholder/Focus Group Questions

Note: Any questions that are translated into Spanish were also asked at the Spanish-speaking focus group.

General Questions

1. What is your relationship/experience with GVRTA?/How often do you ride the RTA commuter bus? *¿cuál es su experiencia con el autobús? ¿Con qué frecuencia viaja en autobús?*

2. In your opinion, what are the major transportation issues facing the area? *En su opinión, ¿cuáles son los principales problemas de transporte de Gunnison y Crested Butte?*

3. In your opinion what is the role of public transportation in the region, and what do you think is the general level of community support for it?

4. Does the current GVRTA commuter bus meet the needs of the community for local and regional transit service? Do you recommend any changes or expansions to the existing transit services? *¿Cubre el autobús actual las necesidades de la comunidad en cuanto a servicio de tránsito local y regional? ¿Recomienda algún cambio o ampliación de los servicios de tránsito existentes?*

    a. For those speaking on behalf of agencies/departments/businesses: *Does the current GVRTA commuter bus meet the needs of the different users groups within your agency, and what recommendations do you have?*

5. Beyond changes or expansions to the existing transit service, do you have other recommendations for infrastructure (like park-and-rides, additional bus stops, mobility hubs etc.) that would better support and encourage the use of GVRTA services? *Más allá de los cambios o ampliaciones del servicio de transporte público existente, ¿tiene otras recomendaciones sobre infraestructuras (como estacionamientos, mas paradas de bus, etc) que apoyen y fomenten mejor el uso de los servicios de autobús?*

6. Do you have any other comments or questions?

DRAFT

Specific Agency/Department/Business Questions

7. How well does Gunnison Valley RTA bus serve your agency/department/business?

8. What are specific shift times or specific hours of service for different user groups within your agency?

9. Are there specific origins and destinations that you would like the Gunnison Valley RTA bus to serve for your client groups? *¿Hay orígenes y destinos específicos que le gustaría que el autobús sirviera para sus grupos de clientes?*

10. What are some of the incentives that could be used to motivate increased transit usage?

11. Are there any factors currently discouraging transit usage?

GVRTA Winter Survey (Distributed in March 2024), English

The Gunnison Valley Rural Transportation Authority (GVRTA) is updating its strategic operating and capital plan, specifically for the commuter bus route between Gunnison and Mt. Crested Butte which will inform improvements to GVRTA's services over the next 5-years. Please take a few minutes to complete this survey about how you get around today and what improvements you would like to see to GVRTA's bus service. Your input will inform the improvements to GVRTA's bus service over the next five years. For more information about GVRTA, visit gunnisonvalleyrta.com.

If you would like to be entered into a $50 gift card giveaway, please fill out the entire survey and include your email address at the end of the survey.

1. Are you taking this survey while riding the RTA bus?
    a. Yes
    b. No

    If no, skip to question 7

2. Where did you begin this trip? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mt Crested Butte Transit Center
    f. Other: _____

DRAFT

3. How did you get to the bus stop? (select one)
    a. Walk
    b. Bicycle
    c. I was driven
    d. I drove myself
    e. Transferred from other public transportation service
    f. Other: _____

4. What is your destination today? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mt Crested Butte Transit Center
    f. Other: _____

5. How will you get from the bus stop to your destination? (select one)
    a. Walk
    b. Bicycle
    c. Someone picks me up
    d. Drive myself
    e. Transfer to other public transportation service
    f. Other: _____

6. What is the purpose of this trip today? (select one)
    a. Work
    b. Shopping/errands
    c. School/college
    d. Recreation
    e. Medical
    f. Social
    g. Other: _____

7. Do you depend on the RTA bus for your transportation needs?
    a. Yes
    b. Sometimes
    c. No

DRAFT

8. How often do you ride the RTA bus? (select one)
    a. Everyday
    b. At least four times a week
    c. At least once a week
    d. A few times a month
    e. At least once a month
    f. Less than once a month
    g. Never

9. Is it possible for you to use transit for the majority of your trips during the day?
    a. Yes
    b. No (please specify why not):
    _____
    _____

10. What destinations would you like to have improved regional bus routes to? (Select all that apply)
    a. Work
    b. School (including attending and drop-off/pick-up)
    c. Shopping and Restaurants
    d. Ski Resort
    e. Airport
    f. Medical Appointments
    g. Public Services (Library, City or County Offices, Social Services, etc.)
    h. Gym or other Recreation Center
    i. Other_____

11. What are the most important reasons you currently ride the RTA bus? (select up to three). *If you do not ride the bus, skip this question.*
    a. Family doesn't have a car
    b. Someone else uses the car
    c. Traffic is bad
    d. Parking is a problem
    e. Car trouble/no insurance
    f. I don't drive/ don't have a driver's license
    g. Bus is economical
    h. Bus is convenient
    i. Bus is environmentally friendly
    j. Avoid DUI
    k. Weather conditions
    l. Other (please specify):_____

DRAFT

12. Which of the following types of transportation does your household use in Gunnison County? (select all that apply)
    a. Personal vehicle
    b. Ride from a friend or relative
    c. Walk
    d. Bicycle
    e. Borrow a vehicle
    f. RTA bus
    g. Mountain Express (Crested Butte or Mt. Crested Butte shuttle)
    h. Taxi/Uber/Lyft
    i. Shuttle Service (Dolly's, Alpine Express, Rocky Rides)
    j. Gunnison/GVH Senior Transportation
    k. Crested Butte/Mt. Express Senior Transportation
    l. Denver bus
    m. Other:_____

13. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (pick up to three answers)
    a. Bus takes significantly longer than driving
    b. Bus doesn't go where I want to go
    c. Bus is too infrequent
    d. Bus does not run at the times of day I need to travel
    e. I do not know when and where the bus operates or I don't understand how to catch the bus
    f. I feel unsafe riding the bus
    g. I prefer driving
    h. It is difficult, inconvenient, or feels unsafe to get to and from the bus stop
    i. Other (please specify):_____

DRAFT

14. Please rate the following RTA service characteristics. (Please choose one rating per characteristic). *If you don't ride the bus, skip this question.*

	Very Satisfied	Satisfied	Neutral	Dissatisfied	N/A
Buses arrive on time					
Buses operate when you need to travel					
Safety/Comfort of the bus					
Easy to read schedules					
Website					
Helpfulness of the Transit App					
Park and Rides					
Signage					
Frequency of service					
Bus stop locations					
Number of seats on the bus					
Hours of operation					
Condition of buses					
Buses go where you need to go					
Buses are fare free					

15. Which of the following improvements are most important in enhancing your experience of riding the bus, motivating you to start riding the bus, or motivating you to ride more often? (Please choose one rating per characteristic).

	Very Important	Somewhat Important	Not Important
More frequent service			
Earlier service			
Later service			
Convenient parking near stops			
Onboard Wi-Fi			
Less delays than current			
Convenient schedules			
Keeping the bus fare free			
Restore express service			
More bus stops			
Easier connections to other transportation (transit, bicycle, pedestrian, ridesharing)			

DRAFT

16. If there are new bus routes or stops you would like to see added to other destinations in Gunnison County, please describe them here:

_____

_____

17. If you have additional comments about the existing RTA service, or ideas for other improvements to GVRTA's bus service that are not listed in the previous question, please describe them below:

_____

_____

The following demographic questions are optional. Responses will be used to ensure GVRTA is hearing from all voices in our community.

18. Which best describes you? (select one)
    a. Full-time resident
    b. Part-time resident
    c. Western student
    d. Visiting a Western student
    e. Visitor/tourist
19. Where do you live?
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mt Crested Butte
    f. Other (specify): _____

20. How many vehicles does your household have?
    a. None
    b. 1
    c. 2
    d. 3+
21. What is your age?
    a. Under 18
    b. 19-25
    c. 26-64
    d. 65+

DRAFT

22. What is your ethnicity?
    a. White/Caucasian
    b. Black/African American
    c. Native American/Alaska Native
    d. Hispanic/Latino
    e. Pacific Islander
    f. Asian
    g. Other:_____

23. What is your total household income? Include income from all household members.
    a. Under $10,000 per year
    b. $10,000 - $19,999 per year
    c. $20,000 - $39,999 per year
    d. $40,000 - $59,999 per year
    e. $60,000 - $79,999 per year
    f. $80,000 - $99,999 per year
    g. $100,000+ per year

If you would like to be entered into a giveaway for a $50 gift card, please provide your email address.

DRAFT

GVRTA Winter Survey (Distributed in March 2024), Spanish

La Autoridad de Transporte Rural del Valle de Gunnison (GVRTA por sus siglas en inglés) está actualizando su plan estratégico de operaciones y capital, específicamente para la ruta de autobús entre Gunnison y Mount Crested Butte, que informará de las mejoras de los servicios de la GVRTA en los próximos 5 años. Por favor, tómese unos minutos para completar esta encuesta sobre cómo se desplaza actualmente y qué mejoras le gustaría ver en el servicio de autobuses de GVRTA. Su opinión nos ayudará a mejorar el servicio de autobuses de GVRTA en los próximos cinco años. Para más información sobre la GVRTA, visite gunnisonvalleyrta.com.

Si desea participar en el sorteo de una tarjeta regalo de $50, complete toda la encuesta e incluya su dirección de correo electrónico al final de la misma.

1. ¿Está respondiendo a esta encuesta mientras viaja en el autobús de la RTA?
    a. Sí
    b. No

    Si no, pase a la pregunta 7

2. ¿Dónde comenzó este viaje? (seleccione una opción)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mount Crested Butte Transit Center
    f. Otro: _____

3. ¿Cómo ha llegado a la parada del autobús? (seleccione una opción)
    a. A pie
    b. Bicicleta
    c. Alguien me llevó en coche
    d. Conduje yo mismo
    e. Trasladado desde otro servicio de transporte público
    f. Otro: _____

4. ¿Cuál es su destino hoy? (seleccione uno)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mount Crested Butte Transit Center
    f. Otro: _____

5. ¿Cómo irá de la parada de autobús a su destino? (seleccione una opción)
    a. A pie
    b. Bicicleta
    c. Alguien me recoge
    d. Conducir yo mismo
    e. Traslado a otro servicio de transporte público
    f. Otro: _____

6. ¿Cuál es el objetivo de este viaje de hoy? (seleccione uno)
    a. Trabajo
    b. Compras/recados
    c. Escuela/universidad
    d. Recreo
    e. Médico
    f. Social
    g. Otro: _____

DRAFT

7. ¿Depende del autobús de la RTA para sus necesidades de transporte?
    a. Sí
    b. A veces
    c. No

8. ¿Con qué frecuencia toma el autobús de la RTA? (seleccione una opción)
    a. Todos los días
    b. Al menos cuatro veces por semana
    c. Al menos una vez a la semana
    d. Varias veces al mes
    e. Al menos una vez al mes
    f. Menos de una vez al mes
    g. Nunca

9. ¿Es posible utilizar el transporte público para la mayoría de sus viajes durante el día?
    a. Sí
    b. No (explique por qué)
        _____
        _____

10. ¿A cuáles destinos le gustaría que se mejoraran las líneas regionales de autobús? (Seleccione todos los que apliquen)
    a. Trabajo
    b. Escuela (incluyendo asistencia y dejar/recoger a los alumnos)
    c. Compras y restaurantes
    d. Estación de esquí
    e. Aeropuerto
    f. Citas médicas
    g. Servicios públicos (biblioteca, oficinas municipales o comarcales, servicios sociales, etc.)
    h. Gimnasio u otro centro recreativo
    i. Otro_____

DRAFT

11. ¿Cuáles son las razones más importantes para usar el autobús de la RTA? (seleccione hasta tres)
    Si no viaja en autobús, salte esta pregunta.
    a. La familia no tiene coche
    b. Otra persona utiliza el coche
    c. Hay mucho tráfico
    d. El aparcamiento es un problema
    e. Problemas con el coche/sin seguro
    f. No conduzco/no tengo carnet de conducir
    g. El autobús es económico
    h. El autobús es conveniente
    i. El autobús es ecológico
    j. Evita la DUI (conducir bajo los efectos del alcohol/drogas)
    k. Condiciones del tiempo
    l. Otro (especifique):_____

12. ¿Cuál de los siguientes tipos de transporte utiliza su familia en el Condado de Gunnison? (seleccione todos los que correspondan)
    a. Vehículo personal
    b. Viaje en coche de un amigo o familiar
    c. A caminar
    d. Bicicleta
    e. Pedir prestado un vehículo
    f. Autobús RTA
    g. Mountain Express (lanzadera Crested Butte o Mount Crested Butte)
    h. Taxi/Uber/Lyft
    i. Servicio de lanzadera (Dolly's, Alpine Express, Rocky Rides)
    j. Transporte para personas mayores de Gunnison/GVH
    k. Transporte para personas mayores Crested Butte/Mount Express
    l. Autobús de Denver
    m. Otro:_____

DRAFT

13. ¿Cuáles son las barreras que le impiden viajar más en el autobús de la RTA o inlcuso viajar en el autobús de la RTA? (elija hasta tres respuestas)
    a. El autobús tarda mucho más que conducir
    b. El autobús no va donde yo quiero ir
    c. El autobús pasa con muy poca frecuencia
    d. El autobús no circula a las horas del día en que necesito viajar
    e. No sé cuándo y dónde circula el autobús o no entiendo cómo alcanzarlo
    f. No me siento seguro en el autobús
    g. Prefiero conducir
    h. Me resulta difícil, incómodo, o inseguro ir y volver de la parada de autobús
    i. Otro (especifique):_____
14. Por favor, evalúe las siguientes características del servicio de RTA. (Elija una clasificación por característica).
    Si no viaja en autobús, salte esta pregunta.

	Muy satisfecho	Satisfecho	Neutro	Insatisfecho	No aplica
Los autobuses llegan puntuales					
Los autobuses operan cuando usted necesita viajar					
Seguridad y comodidad del autobús					
Horarios fáciles de leer					
Página web					
Utilidad de la aplicación móvil Transit App					
Park-n-Ride (aparcamientos)					
Señalización					
Frecuencia del servicio					
Localización de las paradas					
Número de plazas del autobús					
Horario de servicio					
Estado de los autobuses					
Los autobuses van donde usted necesita ir					
Los autobuses son gratis					

DRAFT

15. ¿Cuáles de las siguientes mejoras son más importantes para mejorar su experiencia de viajar en autobús, para motivarle a empezar a viajar en autobús o para motivarle a viajar más? (Por favor, elija una clasificación por característica).

	Muy Importante	Importante	No Importante
Servicio más frecuente			
Servicio más temprano			
Servicio más tarde			
Estacionamiento cerca de las paradas			
Wi-Fi a bordo			
Menos retrasos que los actuales			
Horarios más convenientes			
Mantener la gratuidad del autobús			
Restablecer el servicio exprés			
Más paradas de autobús			
Conexiones más fáciles con otros medios de transporte (transporte público, bicicleta, peatones, transporte compartido)			

DRAFT

16. Si hay nuevas rutas de autobús o paradas que le gustaría ver añadidas a otros destinos en el Condado de Gunnison, por favor descríbalas aquí:

_____

_____

_____

17. Si tiene comentarios adicionales sobre el servicio actual de la RTA, o ideas para otras mejoras del servicio de autobuses de la GVRTA que no figuren en la pregunta anterior, descríbalos a continuación:

_____

_____

_____

Las siguientes preguntas demográficas son opcionales. Las respuestas se utilizarán para garantizar que la GVRTA escucha todas las voces de nuestra comunidad.

18. ¿Cuál le describe mejor? (seleccione una)
    a. Residente a tiempo completo
    b. Residente a tiempo parcial
    c. Estudiante de Western
    d. Visitante de un estudiante de Western
    e. Visitante/turista
19. ¿Dónde vives?
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mount Crested Butte
    f. Otro (especifique): _____
20. ¿Cuántos vehículos tiene su familia?
    a. Ninguno
    b. 1
    c. 2
    d. 3+
21. ¿Cuál es su edad?
    a. Menos de 18 años
    b. 19-25
    c. 26-64
    d. 65+
22. ¿Cuál es su etnicidad?
    a. Blanco/Caucásico
    b. Moreno/Afroamericano
    c. Indio americano/Nativo de Alaska
    d. De origen hispano, latino o español
    e. Nativo de Hawái u otras islas del Pacífico
    f. Asiático
    g. Otro:_____
23. ¿Cuáles son los ingresos totales de su hogar? Incluya los ingresos de todos los miembros del hogar.
    a. Menos de $10,000 al año
    b. $10,000 - $19,999 al año
    c. $20,000 - $39,999 al año
    d. $40,000 - $59,999 al año
    e. $60,000 - $79,999 al año
    f. $80,000 - $99,999 al año
    g. $100,000+ al año

DRAFT

Si desea participar en el sorteo de una tarjeta regalo de $50, indique su dirección de correo electrónico.

GVRTA Summer Survey (Distributed in July 2024), English

The Gunnison Valley Rural Transportation Authority (GVRTA) is updating its strategic operating and capital plan, specifically for the commuter bus route between Gunnison and Mt. Crested Butte which will inform improvements to GVRTA's services over the next 5 years.

GVRTA performed a winter survey in March 2024 to understand the rider experience and desired improvements. As a result, the project team has drafted projects that the RTA may pursue over the next 5 years. Please take a few minutes to complete a similar survey about GVRTA's summer service, and to provide input on the draft projects. For more information about GVRTA, visit gunnisonvalleyrta.com.

If you would like to be entered into a $50 gift card giveaway, please fill out the entire survey and include your email address at the end of the survey.

DRAFT

1. Are you taking this survey while riding the RTA bus?
    a. Yes
    b. No (*If no, skip to question 7)*

2. What is the purpose of this trip today? (select one)
    a. Work
    b. Shopping/errands
    c. School/college
    d. Recreation
    e. Medical
    f. Social
    g. Other: _____

3. How did you get to the bus stop? (select one)
    a. Walk
    b. Bicycle
    c. I was driven
    d. I drove myself
    e. Transferred from other public transportation service
    f. Other: _____

4. Where did you begin this trip? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mt Crested Butte Transit Center
    f. Other: _____
5. What is your destination today? (select one)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mt Crested Butte Transit Center
    f. Other: _____

6. How will you get from the bus stop to your destination? (select one)
    a. Walk
    b. Bicycle
    c. Someone picks me up
    d. Drive myself
    e. Transfer to other public transportation service
    f. Other: _____

7. Did you take the GVRTA survey in March 2024 about your winter riding experience?
    a. Yes
    b. No (*If no, skip to question 9)*
    c. Not sure

8. Would you like to provide input on your summer rider experience?
    a. Yes
    b. No (*If no, skip to question 18)*

9. Do you depend on the RTA bus for your transportation needs?
    a. Yes
    b. Sometimes
    c. No

DRAFT

10. How often do you ride the RTA bus? (select one)
    a. Everyday
    b. At least four times a week
    c. At least once a week
    d. A few times a month
    e. At least once a month
    f. Less than once a month
    g. Never
11. Is it possible for you to use transit for the majority of your trips during the day?
    a. Yes
    b. No (please specify why not):
       _____
       _____

12. What destinations would you like to have improved regional bus routes to? (Select all that apply)
    a. Work
    b. School (including attending and drop-off/pick-up)
    c. Shopping and Restaurants
    d. Ski Resort
    e. Airport
    f. Medical Appointments
    g. Public Services (Library, City or County Offices, Social Services, etc.)
    h. Gym or other Recreation Center
    i. Other_____

13. What are the most important reasons you currently ride the RTA bus? (select up to three). *If you do not ride the bus, skip this question.*
    a. Family doesn't have a car
    b. Someone else uses the car
    c. Traffic is bad
    d. Parking is a problem
    e. Car trouble/no insurance
    f. I don't drive/ don't have a driver's license
    g. Bus is economical
    h. Bus is convenient
    i. Bus is environmentally friendly
    j. Avoid DUI
    k. Weather conditions
    l. Other (please specify):_____

DRAFT

14. What are the barriers that stop you from riding the RTA bus more or riding the RTA bus at all? (pick up to three answers)
    a. Bus takes significantly longer than driving
    b. Bus doesn't go where I want to go
    c. Bus is too infrequent
    d. Bus does not run at the times of day I need to travel
    e. I do not know when and where the bus operates or I don't understand how to catch the bus
    f. I feel unsafe riding the bus
    g. I prefer driving
    h. It is difficult, inconvenient, or feels unsafe to get to and from the bus stop
    i. Other (please specify):_____

15. Please rate the following RTA service characteristics. (Please choose one rating per characteristic). *If you don't ride the bus, skip this question.*

	Very Satisfied	Satisfied	Neutral	Dissatisfied	N/A
Buses arrive on time					
Buses operate when you need to travel					
Safety/Comfort of the bus					
Easy to read schedules					
Website					
Helpfulness of the Transit App					
Park and Rides					
Signage					
Frequency of service					
Bus stop locations					
Number of seats on the bus					
Hours of operation					
Condition of buses					
Buses go where you need to go					
Buses are fare free					

DRAFT

16. Which of the following improvements are most important in enhancing your experience of riding the bus, motivating you to start riding the bus, or motivating you to ride more often? (Please select up to three).
    a. More frequent service
    b. Earlier service
    c. Later service
    d. Convenient parking near stops
    e. Onboard Wi-Fi
    f. Less delays than current
    g. Convenient schedules
    h. Keeping the bus fare free
    i. Restore express service
    j. More bus stops
    k. Easier connections to other transportation (transit, bicycle, pedestrian, ridesharing)

17. Are there any new bus stops you would like to see added in Gunnison County? If so, please describe below:

DRAFT

The following section presents draft project recommendations. The recommendations were developed from the winter outreach, staff input, and an existing conditions analysis. Your responses will be used to prioritize projects in the 5-year strategic plan.

18. Please rank the following service expansion and improvement projects from 1-most important to you to 4-least important to you.

Project	Description	Rank (1 to 4)
Expand Service Hours in the Peak Seasons and Target Service Hours in the Off-Seasons	- Winter and summer seasons run on the same schedule with two added evening runs and more 15-minute frequencies during the peak hours. - Spring and fall seasons run with fewer service hours and 30-minute frequencies.	
Establish a Gunnison Commuter Microtransit Zone	- On-demand transit service where riders can request to be picked up within a service zone during service hours. - Rides must start or end at a GVRTA bus stop.	
Establish a Crested Butte South Commuter Microtransit Zone	- On-demand transit service where riders can request to be picked up within a service zone during service hours. - Rides must start or end at the Crested Butte South bus stop.	
Enhance Marketing Efforts	- Upgrade the Transit app. - Enhance the GVRTA website. - Produce a more legible schedule. - Develop an educational brochure.	

19. An enhanced bus stop and GVRTA offices/dispatch in Gunnison would include more passenger amenities and provide more space for multiple transit operators to use the bus stop than a typical bus stop (think northbound Crested Butte 4 Way stop). Please select up to five amenities that you would like to see included at the Enhanced Bus Stop and GVRTA Offices.
    a. Restrooms
    b. Passenger waiting area
    c. Space for three buses to stop near the building at the same time (GVRTA, Bustang Outrider, future local Gunnison transit service)
    d. Lost and found
    e. Staff parking spaces
    f. Heating/Air conditioning
    g. Wi-Fi and phone charging outlets
    h. Food vendor
    i. Information desk
    j. Real-Time Arrival Information
    k. Security Cameras
    l. Other (please specify):_____

DRAFT

20. Please select the top three criteria that are most important to you for the location of the enhanced bus stop and GVRTA Offices/dispatch.
    a. Near Hwy 135 and/or Hwy 50
    b. Walking or biking distance from Western Colorado University
    c. Near grocery store
    d. Near Gunnison Downtown core area
    e. Adjacent to other commercial activity
    f. Minimal impact to residential areas
    g. Aesthetically consistent with community character
    h. Other (please specify):_____

21. If you have any other comments on the Enhanced Bus Stop with GVRTA Offices/Dispatch, its amenities, or criteria for location selection, please describe them below:

_____

_____

_____

_____

22. Please rank the following infrastructure projects from 1-most important to you to 4-least important to you.

Project	Description	Rank (1 to 4)
Finish Upgrading Bus Stops	- 19/25 bus stops have been upgraded with new shelters, lighting, and ADA access. - Remaining stops to upgrade: Gunnison Rec Center, Gunnison Community Schools, 11th & Virginia, Western, Denver & 135, and Southbound Crested Butte 4 Way.	
Design and Construct an Enhanced Bus Stop with GVRTA Offices/Dispatch in Gunnison	- Includes more passenger amenities. - Provides space for multiple transit operators. - Like the northbound Crested Butte 4-Way stop. - Includes GVRTA dispatch and admin offices.	
Provide More Park-and-Ride Locations	- Parking lots near transit stops. - Potential near-term locations: include Brush Creek and CB South at Red Mountain Park. - Plan for parking opportunities near future developments.	
Install Bus Stop Near Property Owners Association at CB South.	- Install an additional flag stop at Teocalli Rd and Elcho Ave (2 blocks from the CB South business district) to serve future Crested Butte South development.	

DRAFT

23. Please identify your interest in the following coordinated projects. Coordinated projects are projects that GVRTA would be a key partner, but not lead or fund.

Project	Description	Very Interested	Interested	Not Interested
Establishment of a Gunnison circulator	- A circulator service for local and first/last mile trips within Gunnison			
Establishment of a Crested Butte South Circulator	- A circulator service for local and first/last mile trips within Crested Butte South			
Establishment of Micromobility Services (shared scooters/bikes)	- Scooter and bike share programs in Gunnison and in Crested Butte to improve first/last mile connections.			
Advise the Establishment of Brush Creek First/Last Mile Opportunities	- Explore first/last mile opportunities for communities adjacent to Brush Creek Rd as development occurs. - This may include fixed-route, microtransit, or micromobility opportunities.			

DRAFT

24. If you have additional comments about the existing GVRTA service or ideas for improvements, please describe them below:

The following demographic questions are optional. Responses will be used to ensure GVRTA is hearing from all voices in our community.

25. Which best describes you? (select one)
    a. Full-time resident
    b. Part-time resident
    c. Western student
    d. Visiting a Western student
    e. Visitor/tourist

26. Where do you live?
    a. Gunnison
    b. Almont
    c. Crested Butte
    d. Crested Butte South
    e. Mt Crested Butte
    f. Other (specify): _____

27. How many vehicles does your household have?
    a. None
    b. 1
    c. 2
    d. 3+

28. What is your age?
    a. Under 18
    b. 19-25
    c. 26-64
    d. 65+

29. What is your ethnicity?
    a. White/Caucasian
    b. Black/African American
    c. Native American/Alaska Native
    d. Hispanic/Latino
    e. Pacific Islander
    f. Asian
    g. Other:_____

30. What is your total household income? Include income from all household members.
    a. Under $10,000 per year
    b. $10,000 - $19,999 per year
    c. $20,000 - $39,999 per year
    d. $40,000 - $59,999 per year
    e. $60,000 - $79,999 per year
    f. $80,000 - $99,999 per year
    g. $100,000+ per year

If you would like to be entered into a giveaway for a $50 gift card, please provide your email address.

DRAFT

GVRTA Summer Survey (Distributed in July 2024), Spanish

La Autoridad de Transporte Regional del Valle de Gunnison (GVRTA, por sus siglas en ingés) está actualizando su plan estratégico operativo y de capital, específicamente para la ruta de autobús de cercanías entre Gunnison y Mt. Crested Butte, que informará de las mejoras de los servicios de la GVRTA en los próximos 5 años.

La GVRTA realizó una encuesta de invierno en marzo de 2024 para conocer la experiencia de los usuarios y las mejoras deseadas. Como resultado, el equipo del proyecto ha redactado proyectos que la RTA puede llevar a cabo en los próximos 5 años. Por favor, tómese unos minutos para completar una encuesta similar sobre el servicio de verano de GVRTA, y para dar su opinión sobre los proyectos. Para más información sobre la GVRTA, visite gunnisonvalleyrta.com.

Si desea participar en el sorteo de una tarjeta regalo de 50 $, rellene toda la encuesta e incluya su dirección de correo electrónico al final de la misma.

1. ¿Está respondiendo a esta encuesta mientras viaja en el autobús de la RTA?
    a. Sí
    b. No (*Si no, pase a la pregunta 7)*
2. ¿Cuál es el objetivo de este viaje de hoy? (seleccione uno)
    a. Trabajo
    b. Compras/recados
    c. Escuela/universidad
    d. Recreo
    e. Médico
    f. Social
    g. Otro: _____
3. ¿Cómo ha llegado a la parada del autobús? (seleccione una opción)
    a. A pie
    b. Bicicleta
    c. Alguien me llevó en coche
    d. Conduje yo mismo
    e. Trasladado desde otro servicio de transporte público
    f. Otro: _____

4. ¿Dónde comenzó este viaje? (seleccione una opción)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mount Crested Butte Transit Center
    f. Otro: _____

DRAFT

5. ¿Cuál es su destino hoy? (seleccione uno)
    a. Gunnison
    b. Almont
    c. Crested Butte South
    d. Crested Butte
    e. Mount Crested Butte Transit Center
    f. Otro: _____

6. ¿Cómo irá de la parada de autobús a su destino? (seleccione una opción)
    a. A pie
    b. Bicicleta
    c. Alguien me recoge
    d. Conducir yo mismo
    e. Traslado a otro servicio de transporte público
    f. Otro: _____

7. ¿Respondió la encuesta GVRTA en marzo de 2024 sobre su experiencia de tránsito durante el invierno?
    a. Sí
    b. No (*Si no, pase a la pregunta 9)*
    c. No sé

8. ¿Le gustaría dar su opinión sobre su experiencia de tránsito en el verano?
    a. Sí
    b. No (*Si no, pase a la pregunta 18)*

9. ¿Depende del autobús de la RTA para sus necesidades de transporte?
    a. Sí
    b. A veces
    c. No

10. ¿Con qué frecuencia toma el autobús de la RTA? (seleccione una opción)
    a. Todos los días
    b. Al menos cuatro veces por semana
    c. Al menos una vez a la semana
    d. Varias veces al mes
    e. Al menos una vez al mes
    f. Menos de una vez al mes
    g. Nunca

DRAFT

11. ¿Es posible utilizar el transporte público para la mayoría de sus viajes durante el día?
    a. Sí
    b. No (explique por qué)
       _____
       _____

12. ¿A cuáles destinos le gustaría que se mejoraran las líneas regionales de autobús? (Seleccione todos los que apliquen)
    a. Trabajo
    b. Escuela (incluyendo asistencia y dejar/recoger a los alumnos)
    c. Compras y restaurantes
    d. Estación de esquí
    e. Aeropuerto
    f. Citas médicas
    g. Servicios públicos (biblioteca, oficinas municipales o comarcales, servicios sociales, etc.)
    h. Gimnasio u otro centro recreativo
    i. Otro_____

13. ¿Cuáles son las razones más importantes para usar el autobús de la RTA? (seleccione hasta tres)
    Si no viaja en autobús, salte esta pregunta.
    a. La familia no tiene coche
    b. Otra persona utiliza el coche
    c. Hay mucho tráfico
    d. El aparcamiento es un problema
    e. Problemas con el coche/sin seguro
    f. No conduzco/no tengo carnet de conducir
    g. El autobús es económico
    h. El autobús es conveniente
    i. El autobús es ecológico
    j. Evita la DUI (conducir bajo los efectos del alcohol/drogas)
    k. Condiciones del tiempo
    l. Otro (especifique):_____

DRAFT

14. ¿Cuáles son las barreras que le impiden viajar más en el autobús de la RTA o inlcuso viajar en el autobús de la RTA? (elija hasta tres respuestas)
    a. El autobús tarda mucho más que conducir
    b. El autobús no va donde yo quiero ir
    c. El autobús pasa con muy poca frecuencia
    d. El autobús no circula a las horas del día en que necesito viajar
    e. No sé cuándo y dónde circula el autobús o no entiendo cómo alcanzarlo
    f. No me siento seguro en el autobús
    g. Prefiero conducir
    h. Me resulta difícil, incómodo, o inseguro ir y volver de la parada de autobús
    i. Otro (especifique):_____

15. Por favor, evalúe las siguientes características del servicio de RTA. (Elija una clasificación por característica). *Si no viaja en autobús, salte esta pregunta.*

	Muy satisfecho	Satisfecho	Neutro	Insatisfecho	No aplica
Los autobuses llegan puntuales					
Los autobuses operan cuando usted necesita viajar					
Seguridad y comodidad del autobús					
Horarios fáciles de leer					
Página web					
Utilidad de la aplicación móvil 'Transit'					
Park-n-Ride (aparcamientos)					
Señalización					
Frecuencia del servicio					
Localización de las paradas					
Número de plazas del autobús					
Horario de servicio					
Estado de los autobuses					
Los autobuses van donde usted necesita ir					
Los autobuses son gratis					

DRAFT

16. ¿Cuáles de las siguientes mejoras son más importantes para mejorar su experiencia de viajar en autobús, para motivarle a empezar a viajar en autobús o para motivarle a viajar más a menudo? (Por favor, seleccione hasta tres).
    a. Servicio más frecuente
    b. Servicio más temprano
    c. Servicio más tardío
    d. Aparcamiento cómodo cerca de las paradas
    e. Wi-Fi a bordo
    f. Menos retrasos que los actuales
    g. Horarios cómodos
    h. Mantenimiento de la gratuidad del autobús
    i. Restablecer el servicio exprés
    j. Más paradas de autobús
    k. Conexiones más fáciles con otros transportes (tránsito, bicicleta, peatones, viajes compartidos)

17. Si hay nuevas paradas de autobús que le gustaría ver añadidas a otros destinos en el Condado de Gunnison, por favor descríbalas aquí:

DRAFT

La siguiente sección presenta las recomendaciones preliminares del proyecto. Las recomendaciones se elaboraron a partir de la información recibida durante el invierno, las aportaciones del personal y un análisis de las condiciones existentes. Sus respuestas se utilizarán para priorizar proyectos en el plan estratégico quinquenal.

18. Por favor, clasifique los siguientes proyectos de ampliación y mejora de servicios de 1-más importante para usted a 4-menos importante para usted.

Proyecto	Descripción	Clasificación (1 a 4)
Ampliar el horario de servicio en temporada alta y fijar el horario de servicio en temporada baja	- Las temporadas de invierno y verano funcionan con el mismo horario, con dos servicios nocturnos añadidos y más frecuencias de 15 minutos durante las horas punta. - Las temporadas de primavera y otoño funcionan con menos horas de servicio y frecuencias de 30 minutos.	
Establecer una Zona de Microtránsito de Cercanías de Gunnison	- Servicio de transporte bajo demanda en el que los usuarios pueden solicitar ser recogidos dentro de una zona de servicio durante las horas de servicio. - Los viajes deben empezar o terminar en una parada de autobús de la GVRTA.	
Establecer una Zona de Microtránsito de Cercanías de Crested Butte South	- Servicio de transporte bajo demanda en el que los usuarios pueden solicitar ser recogidos dentro de una zona de servicio durante las horas de servicio. - Los viajes deben empezar o terminar en una parada de autobús de Crested Butte South	
Potenciar los esfuerzos de marketing	- Actualizar la aplicación Transit. - Mejorar el sitio web de la GVRTA. - Crear un horario más legible. - Desarrollar un folleto educativo.	

DRAFT

19. Una parada de autobús mejorada y oficinas/despacho de la GVRTA en Gunnison incluiría más comodidades para los pasajeros y proporcionaría más espacio para que múltiples operadores de tránsito utilicen la parada de autobús que una parada de autobús típica (piense en la parada Crested Butte 4 Way en dirección norte). Por favor, seleccione hasta cinco servicios que le gustaría ver incluidos en la parada de autobús mejorada y oficinas GVRTA
    a. Aseos
    b. Zona de espera de pasajeros
    c. Espacio para que tres autobuses paren cerca del edificio al mismo tiempo (GVRTA, Bustang Outrider, futuro servicio de transporte local de Gunnison)
    d. Objetos perdidos
    e. Plazas de aparcamiento para el personal
    f. Calefacción/Aire acondicionado
    g. Wi-Fi y enchufes para cargar teléfonos
    h. Vendedor de comida
    i. Mostrador de información
    j. Información de llegada en tiempo real
    k. Cámaras de Seguridad
    l. Otros (especifique):_____
20. Por favor, seleccione los tres criterios más importantes para usted para la ubicación de la parada de autobús mejorada y las oficinas/despacho de la GVRTA.
    a. Cerca de Hwy 135 y/o Hwy 50
    b. Distancia a pie o en bicicleta de Western Colorado University
    c. Cerca de una tienda de comestibles
    d. Cerca del centro de Gunnison
    e. Adyacente a otra actividad comercial
    f. Impacto mínimo en las zonas residenciales
    g. Estéticamente consistente con el carácter de la comunidad
    h. Otros (especifique):_____
21. Si tiene algún otro comentario sobre la parada de autobús mejorada con oficinas/despacho de la GVRTA, sus comodidades o los criterios para la selección de la ubicación, descríbalos a continuación:

DRAFT

22. Por favor, clasifique los siguientes proyectos de infraestructura de 1-más importante para usted a 4-menos importante para usted.

Proyecto	Descripción	Clasificación (1 a 4)
Finalizar la mejora de las paradas de autobús	- Se han mejorado 19/25 paradas de autobús con nuevas marquesinas, iluminación y acceso ADA. - Paradas restantes por mejorar: Gunnison Rec Center, Gunnison Community Schools, 11th & Virginia, Western, Denver & 135, y Southbound Crested Butte 4 Way.	
Diseñar y construir una parada de autobús mejorada con oficinas/despacho de la GVRTA en Gunnison	- Incluye más servicios para los pasajeros. - Proporciona espacio para múltiples operadores de tránsito. - Como la parada de 4 vías de Crested Butte en dirección norte. - Incluye oficinas administrativas y de despacho de la GVRTA.	
Proporcionar más ubicaciones Park-and-Ride	- Aparcamientos cercanos a paradas de transporte público. - Posibles ubicaciones a corto plazo: Brush Creek y CB South en Red Mountain Park. - Planificar las oportunidades de aparcamiento cerca de futuros desarrollos.	
Instalar parada de autobús cerca de la Asociación de Propietarios en CB South.	- Instalar una parada de bandera adicional en Teocalli Rd y Elcho Ave (a 2 manzanas del distrito comercial CB South) para dar servicio al futuro desarrollo de Crested Butte South.	

DRAFT

23. Por favor, identifique su interés en los siguientes proyectos coordinados. Los proyectos coordinados son proyectos en los que la GVRTA sería un participante clave, pero no los dirigiría ni financiaría.

Proyecto	Descripción	Muy interesado/a	Interesado/a	No interesado/a
Establecimiento de un circulador Gunnison	- Un servicio de circulación para viajes locales y de primera/última milla dentro de Gunnison.			
Establecimiento de una Circulación de Crested Butte South	- Un servicio de circulación para viajes locales y de primera/última milla dentro de Crested Butte South			
Creación de servicios de micromovilidad (scooters/bicicletas compartidas)	- Programas de uso compartido de scooters y bicicletas en Gunnison y en Crested Butte para mejorar las conexiones de primera/última milla.			
Aconsejar el establecimiento de oportunidades en la primera/última milla de Brush Creek	- Explorar oportunidades de primera/última milla para comunidades adyacentes a Brush Creek Rd a medida que ocurre el desarrollo. - Esto puede incluir oportunidades de ruta fija, microtránsito o micromovilidad.			

DRAFT

24. Si tiene comentarios adicionales sobre el servicio actual de la GVRTA o ideas para mejorarlo, descríbalos a continuación:

Las siguientes preguntas demográficas son opcionales. Las respuestas se utilizarán para garantizar que la GVRTA escucha todas las voces de nuestra comunidad.

25. ¿Cuál le describe mejor? (seleccione una)
    f. Residente a tiempo completo
    g. Residente a tiempo parcial
    h. Estudiante de Western
    i. Visitante de un estudiante de Western
    j. Visitante/turista
26. ¿Dónde vives?
    g. Gunnison
    h. Almont
    i. Crested Butte
    j. Crested Butte South
    k. Mount Crested Butte
    l. Otro (especifique): _____

27. ¿Cuántos vehículos tiene su familia?
    e. Ninguno
    f. 1
    g. 2
    h. 3+

28. ¿Cuál es su edad?
    e. Menos de 18 años
    f. 19-25
    g. 26-64
    h. 65+

29. ¿Cuál es su etnicidad?
    h. Blanco/Caucásico
    i. Moreno/Afroamericano
    j. Indio americano/Nativo de Alaska
    k. De origen hispano, latino o español
    l. Nativo de Hawái u otras islas del Pacífico
    m. Asiático
    n. Otro:_____

DRAFT

30. ¿Cuáles son los ingresos totales de su hogar? Incluya los ingresos de todos los miembros del hogar.
    h. Menos de $10,000 al año
    i. $10,000 - $19,999 al año
    j. $20,000 - $39,999 al año
    k. $40,000 - $59,999 al año
    l. $60,000 - $79,999 al año
    m. $80,000 - $99,999 al año
    n. $100,000+ al año

Si desea participar en el sorteo de una tarjeta regalo de $50, indique su dirección de correo electrónico.

DRAFT

Stakeholder Input to Preliminary Project List

DRAFT

1. Service Expansion and Improvement Projects

Project Number	Project	Description for Public Boards	Relative Cost	Source	Anonymous Comment on Sheet	Mountain Express Comments	Town of CB Letter Comments	Town of CB Letter Additional Comments
1	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Adjust schedules so that winter and summer seasons operate on the same schedule, with two more evening runs, and more 15-minute frequencies during peak hours. Create spring and fall season schedules that operate on a more restricted schedule with less service hours and a consistent 30 minute frequency.	$-$$$	Public survey		I am super supportive of more frequent service. I understand there are implications to operating budgets and capital needs, but applaud the RTA for trying to do what they can!	High priority: The Town of Crested Butte requests the GVRTA prioritize continuing to develop a predictable and reliable schedule of service for its customers. The Town supports GVRTA's intent with this project to establish 15-minute frequencies in the winter and summer seasons (when ridership and potential ridership are at their highest) and 30- minute headways in the fall and spring seasons (when ridership and potential ridership are at their lowest). The Town understands that the imbalance in service between seasons is needed to ensure 15-minute frequences in the peak seasons.	
2	Establish a Gunnison Commuter Microtransit Zone	On-demand transit service where riders can request to be picked up within a service zone. Rides must start or end at a GVRTA bus stop.	$$-$$$	Public survey		As FirstTracks has shown, microtransit can be successful in the right conditions. It is expensive. If being used as a feeder to the RTA, it might work well in less dense residential areas around Gunnison, but would likely need to be paired with restricting access to parking for the same car trip. A park and ride could also work well, and be less expensive, for a similar purpose.	Lower priority: The Town requests the GVRTA evaluate the potential of these first and last mile solutions to improve access to GVRTA service. However, Crested Butte believes it is premature for the GVRTA to establish a micro-transit service (like the FirstTracks) in the City Gunnison, or CB South. The Town acknowledges this service could increase GVRTA ridership and help reduce the first and last mile gaps between the current GVRTA service and the origins and destinations in the Valley. However, the question GVRTA constituents should be asking is at what cost? How do these micro-transit projects impact the organization's bottom line and GVRTA's ability to ensure its mainline transit service is operating at a reliable 15-minute/30-minute headways in the peak and off seasons respectively? Further, a micro-transit evaluation in either location should be compared to the development of park-n-ride lots. The evaluation should compare the ongoing operating and capital investments needed to improve transit service. In many cases park-n-rides are less expensive (in the long-term) and more efficient in delivering customers and ridership to fixed route transit than micro-transit service.	
3	Establish a Crested Butte South Commuter Microtransit Zone	On-demand transit service where riders can request to be picked up within a service zone. Rides must start or end at the CB South bus stop.	$$-$$$	Stakeholder input, public survey		As FirstTracks has shown, microtransit can be successful in the right conditions. It is expensive. This service could be successful in CB South, but would have to be paired with parking restrictions at the end destination. An expanded park and ride in CB South might be a more cost effective solution, as CB South is a car dependent neighborhood.	Lower priority, same description as for Gunnison microtransit zone	
4	Enhance Current Transit app	Enhance the current Transit app to better address issues with real-time tracking, more timely notices of cancellations or delays, etc.	$	Public survey			High priority: – The Town supports the GVRTA in developing these lowcost customer service improvements as quality marketing is a necessity of a reliable transit service	
5	Upgrade Website	Enhance the current website to make the schedule easier to read and navigate, along with other website improvements to improve access to information.	$	Public survey			High priority: – The Town supports the GVRTA in developing these lowcost customer service improvements as quality marketing is a necessity of a reliable transit service	
6	Develop an Educational Brochure	Create an educational brochure to distribute to community leaders, partners, and organizations. Brochure to include marketing of RTA services, FAQs about transportation in the Gunnison Valley, and contact information.	$	Stakeholder input			High priority: – The Town supports the GVRTA in developing these lowcost customer service improvements as quality marketing is a necessity of a reliable transit service	
7	Identify Requirements for Future Contracted Operators	GVRTA currently contracts its commuter bus service to Alpine Express, who is responsible for operating buses, hiring drivers, maintaining and cleaning the buses, and enforcing on-board policies. When the current contract expires, GVRTA should include requirements that best serve GVRTA and its riders.	$	Stakeholder input			High priority: GVRTA's continual improvement and identification of the Agency' evolving expectations and requirements for its future contracted operators to adhere to should be included in the cyclical request for proposals process issued by the GVRTA.	
8	Establish a Long-Term Vision	A long-term plan looks toward the future and recommends projects that may not be feasible within the near-term, but could be feasible in the future with the projected growth of both the Gunnison Valley and GVRTA. This potentially includes reevaluting the vision, mission, and structure of the RTA to best serve the Gunnison Valley.	$$	Stakeholder input		I am in favor of the RTA considering its mission to expand its service profile in the valley. I back we will continue to see growth and think expanded transit is key to our future. Within the confines of the RTA's current mission, I think its reasonable to consider investing in services that feed people into their current highway route.	High priority: The Town supports the GVRTA developing a longterm vision for the organization through the upcoming Integrated Land Use, Transportation, and Infrastructure Plan for the CO 135 Corridor/CB & MCB Three Mile Plan in collaboration with Mt. Crested Butte, Crested Butte, and City of Gunnison. This planning effort would look at the long-range capital needs of the GVRTA in conjunction with the Valley's regional land use plan. This collaborative effort would set the framework-up for a subsequent long-range operation plan that would be developed by the GVRTA.	

2. Capital Projects (Infrastructure that would support service expansion or improvement projects)

Project Number	Project	Description		Source				
9	Finish Upgrading Bus Stops	GVRTA has recently upgraded 19/25 bus stops with new shelters, lighting, and ADA access. The remaining stops to upgrade include Gunnison Rec Center, Gunnison Community Schools, 11th & Virginia, Western, Denver & 135, and Southbound Crested Butte 4 Way.	$$	Public survey			High priority: The Town prioritizes the GVRTA establishing and perfecting a predictable and reliable schedule of service for its customers. Town believes the completion of upgrading existing GVRTA stops is essential to perfecting a predictable and reliable schedule of service for its customers. Basic customer comfort and safety should be a priority of GVRTA before expanding into new mobility areas. Note, the Town is interested in improving the southbound GVRTA stop in Crested Butte. Town invites the GVRTA to participate in the upcoming Community Plan to help Town envision improvements needed to this important GVRTA bus stop.	
10	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	An enhanced bus stop includes more passenger amenities and provides space for multiple transit operators to use the bus stop than a typical bus stop (think northbound Crested Butte 4-Way stop). This site would also house GVRTA administrative offices. Amenities to consider include: restrooms, passenger waiting area, space for three buses to stop near the building at the same time (GVRTA, Bustang, future Gunnison Transit Center), lost and found, staff parking spaces, heating/AC, Wifi/phone charging outlets, food vendor, information desk, real-time information arrival information, security.	$$$	Staff	Consider adding reference to City Comprehensive Plan in "Source" with Staff reference.	Great idea!!	High priority: Town supports the GVRTA moving forward with designing and constructing an enhanced bus stop and GVRTA offices/dispatch in the City of Gunnison. This facility should be considered an essential need of the organization's stability, provision of basic service, and a necessary foundation for future growth.	
11	Provide More Park-n-Ride Locations	Parking lots near transit stops. Potential near-term locations include Brush Creek, CB South at Red Mountain Park. Also, plan for parking opportunities near future developments.	$-$$$	Staff, public survey, consultant team		I appreciate the RTA considering its bus stop infrastructure. I think the current setup, where access to some stops requiring crossing Highway 135, to be somewhat unsafe and perhaps a deterrent to capturing more ridership. I know it might be complicated because of CDOT ownership over decisions for the roadway, but could an alternative be considered for those stops (Tall Texan, Riverland, Riverbend, etc.)	High priority BRUSH CREEK: The Town supports the GVRTA prioritizing a park-n-ride at the Brush Creek intersection in alignment with the proposed roundabout, relocated and improved GVRTA stops, and pedestrian underpass in conjunction with the Whetstone project within the next five years. Land has been secured and the realignment of Brush Creek Road enables the parking-n-ride to contribute in the near-term to the mobility needs of the future Whetstone residents and Valley.	CB Comment 2: Low Priority OTHER THAN BRUSH CREEK: Town staff believes more park-n-ride should be evaluated by the GVRTA collaboratively through the upcoming Integrated Land Use, Transportation, and Infrastructure Plan for the CO 135 Corridor Plan with Mt. Crested Butte, Crested Butte, and City of Gunnison. Park-n-rides should be an effective first and last mile tool in serving the low-density land uses throughout the Valley. Like the micro-transit operations comments presented earlier, any potential park-n-ride should be evaluated against micro-transit options to ensure the most cost-effective longterm operating and capital investments serve the Valley's mobility needs.
12	Install Bus Stop Near Propoerty Owners Association (POA) at CB South.	Install flag stop at Teocalli Rd and Elcho Ave (2 blocks from the CB South business district) to serve future development.	$	Staff		Great idea!! As the CB South commercial district grows, this could help with trip types for both employment and entertainment.	Lower priority: Town understands the Agency's desire to add a flag stop near the CB South PO Offices. While important to the GVRTA, the Town of Crested Butte has higher priorities identified in the Strategic Operating and Capital Plan's initial list of projects.	
13	Replace Bus Fleet per Fleet Replacement Plan	Adjustments to existing fleet replacement plan to reflect the increase in service, and replace the buses accordingly.	$$$	Staff			High priority: The Town believes the maintenance and replacement of the agency's bus fleet per the GVRTA Fleet Replacement Plan should be the highest priority of the GVRTA. The bus fleet is the backbone of the agency's mobility service and is a basic infrastructure requirement of the GVRTA meeting the mobility needs of the Town of Crested butte and the entire Valley. A related, but secondary concern, to the RTA's Fleet Replacement Plan is the Town's intention to further reduce greenhouse gas emissions through our Climate Action Plan. Town believes a reliable transit system is one of the most important ingredients needed to reduce vehicle related emissions. That said, Town requests the RTA include a greenhouse gas (GHG) emissions assessment and consider low-to-no emissions alternatives for scheduled or unscheduled fleet replacements.	

DRAFT

3. Other Coordinated Projects (Projects where the RTA can provide organizational or potentially financial support)								
Project Number	**Project**	**Description**	**Cost (for GVRTA)**	**Source**				
14	Advise the Establishment of a Gunnison circulator	**Project Description:** A circulator service for local and first/last mile trips within Gunnison, potentially funded and operated by a partnership between the City of Gunnison, WCU, and/or a new funding source. The route could include connection to the airport and other key locations within Gunnison. **GVRTA Role:** Serve as liasion and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Gunnison Circulator.	$	Public survey		For people without a car in Gunnison, I could see a feeder route that connects the university, commercial distract and residential neighbors working well. Based on the current distributed bus stop boardings, and the challenge a transfer can impose, I would see this more as a service that transports people within Gunnison rather than feeding the route up valley.	Lower priority: Town staff believes a potential circulator and local transit service in the City of Gunnison is out of scope for the GVRTA to provide such a service. While Town staff believes this could be an important mobility investment for the City of Gunnison, additional funding from the City of Gunnison would be required for the GVRTA to provide such a service.	
15	Advise the Establishment of a Crested Butte South Circulator	**Project Description:** A circulator service for local and first/last mile trips within Crested Butte South, potentially funded and operated by the Towns of Crested Butte and Mt. Crested Butte through Mountain Express along with the CB South POA and/or another funding source. The route should include connection to Crested Butte. **GVRTA Role:** Serve as liasion and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Crested Butte South Circulator.	$	Stakeholder input, public survey		Please see above comments about the micro service and how a CBS could align with the RTA's current mission.	Lower priority: Town staff believes a potential circulator and local transit service in CB South is out of scope for the GVRTA to provide such a service. While Town staff believes this could be an important mobility investment for the County, or the CB South POA, 108 additional funding from the County, or CB POA, would be required for the GVRTA to provide such a service.	
16	Advise the Establishment of Micromobility Services (shared scooters/bikes)	**Project Description:** A scooter and bike share programs in Gunnison and in Crested Butte to improve first/last mile connections. **GVRTA Role:** Provide designated spaces for scooter/bike parking at bus stops.	$	Consultant team			Lower priority: The Crested Butte TMP identifies the desire for Mountain Express and the RTA explore and potential partnerships with the Town on first and last mile services such as car share and micro-mobility services (like scooters/bike share programs) to extend the reach of the pedestrian and reduce an individuals need to own an automobile. There is a nexus between these first and last mile tools and transit ridership. That said, these services need a location to be stored and accessed by the public. While TMP identifies a need for a mobility hub at the 4-way, plans for such a facility are not developed. Initial concepts for such a facility will be developed through the Town's Community Plan in the fall of 2024. Requests for potential partnerships from the Town to GVRTA would occur during the upcoming Integrated Land Use, Transportation, and Infrastructure Plan for the Co-135 Corridor in collaboration with Mt. Crested Butte, Crested Butte, and City of Gunnison as potential park-n-rides throughout the Valley are evaluated identified.	
17	Advise the Establishment of Brush Creek First/Last Mile Opportunities	**Project Description:** Explore first/last mile opportunities for communities adjacent to Brush Creek Rd as development occurs. This may include fixed-route, microtransit, or micromobility opportunities. **GVRTA Role:** Serve as liason and experienced transit provider. Be a key partner to ensure coordination between GVRTA services and Brush Creek first/last mile opportunities.	$	Staff, stakeholder input			Lower priority: Town believes the proposed park-n-ride facility at the Brush Creek intersection provides first and last mile services for the residents of the Skyland and Buckhorn. The additional costs of providing micro-transit on demand operations would be counterproductive to the GVRTA investment in the park-n-ride facility at Brush Creek.	

DRAFT

Appendix B

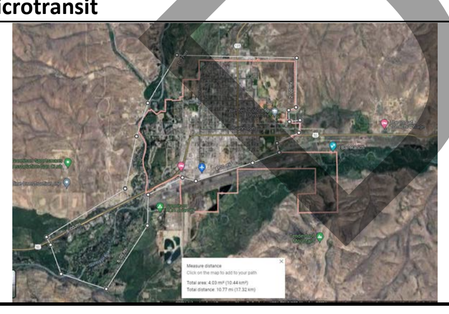
Evaluation Criteria	Metric	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.
Ridership Impact	Estimated increase in daily ridership or ability to increase ridership	124 - 219	113 - 188	28 - 84	Low	Medium	Low	Low
Cost	Additional Operational / Construction / Maintenance Cost Over 5 Years	$2M - $2.8M	$5M - $6.5M	$4M - $4.5M	$150K - $175K	$1.8M - $2M	$500K - $1M	$150K - $175K
Ease of Implementation	Qualitative Ability to Implement (based on timeframe, requirement for new stops, more drivers, enhanced marketing, ease of making changes/updating)	High	Medium	Medium	High	Low	Low	Low
Supports Goals of GVRTA	Qualitative assessment of fit into existing GVRTA goals/mission	High	Low	Low	Medium	Medium	Medium	Low
Public Support of Project	Percent of survey respondents who ranked the project in the top two (from the summer survey)	45%	28%	15%	43%	30%	19%	8%
Destination Types	Number of Destination Types Served	6	2.5	2.5	6	5	2.5	3.5
Transit Propensity Factors	Number of transit propensity factors that have a high classification census tract covered by the service area.	10	10	1	9	10	4	1
Travel Markets Served	Number of Travel Markets Served	5.5	7.5	7.5	8	8	4.5	5.5
Supports Goals of Previous Plans	Number of previous plans (out of 6) where the project would help accomplish/assist at least one action item/goal	5	2	2	4	2	3	0

Evaluation Criteria	Metric	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Replace Bus Fleet per Fleet Replacement Plan
Cost	Annual cost to operate/complete/maintain	$25K - $40K	$10K - $15K	$25K - $50K	$8.8M - $11M
Ease of Implementation	Qualitative Ability to Implement (based on timeframe, requirement for new stops, more drivers, enhanced marketing, ease of making changes/updating)	High	High	Medium	High
Supports Goals of GVRTA	Qualitative assessment of fit into existing GVRTA goals/mission	Medium	Medium	Medium	High
Supports Goals of Previous Plans	Number of previous plans (out of 6) where the project would help accomplish/assist at least one action item/goal	2	0	6	0

DRAFT

			5AM-8PM (6 days a week)	6AM-8PM (6 days a week)				
		Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	**Establish a Gunnison Commuter Microtransit Zone**	**Establish a Crested Butte South Commuter Microtransit Zone**	**Finish Upgrading Bus Stops**	**Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison**	**Provide More Park-n-Ride Locations**	**Install Bus Stop Near Property Owners Association (POA) at CB South.**
	Range for Table	124 - 219	113 - 188	28 - 84	Low	High	Low	Low
	Data	See rows 11-61 for calculations	see rows 64-72 for calculations	see rows 74-82 for calculations				

Adjust seasonal schedules		
Add 2 Additional Evening Buses		
Winter 23-24	Last NB Bus (10:11pm) Average Daily Boardings	5.2
	Last SB Bus (11:30pm) Average Daily Boardings	10.5
Spring, Summer, Fall 23	Last NB Bus (10:11pm) Average Daily Boardings	6.1
	Last SB Bus (11:30pm) Average Daily Boardings	10.7
Year Round Average Daily Boardings	Last NB Bus (10:11pm) Average Daily Boardings	5.65
	Last SB Bus (11:30pm) Average Daily Boardings	10.6
	Average Daily Boardings on last bus year round (2021-2024)	16
1 extra evening bus (12:00 AM SB)	Ridership Increase Low Range (60% of existing)*	10
	Ridership Increase High Range (80% of existing)**	13
2nd evening bus (12:30 AM SB)	Ridership Increase Low Range (60% of existing)*	6
	Ridership Increase High Range (80% of existing)**	10
Potential Ridership of 2 extra evening buses	**Low Range**	**16**
	High Range	**23**
Add 4 Additional AM and PM 15 Minute Buses		
Winter 23 - 24 AM	Average Daily Boardings on Popular NB AM buses (6:50-8:26am)	33.02
	Average Daily Boardings on Popular SB AM buses (8:10-9:45am)	3.58
	Average Daily Boardings on Popular AM buses	36.6
Winter 23 - 24 PM	Average Daily Boardings on Popular NB PM buses (2:26-4:16pm)	13.88
	Average Daily Boardings on Popular SB PM buses (3:30-4:45pm)	32.44
	Average Daily Boardings on Popular PM buses	46.32
Add 1st additional AM bus at 15 min	Ridership Increase Low Range (60% of existing)*	22
	Ridership Increase High Range (80% of existing)**	29
Add 2nd additional AM bus at 15 min	Ridership Increase Low Range (60% of existing)*	13
	Ridership Increase High Range (80% of existing)**	23
Add 3rd additional AM bus at 15 min	Ridership Increase Low Range (60% of existing)*	8
	Ridership Increase High Range (80% of existing)**	19
Add 4th additional AM bus at 15 min	Ridership Increase Low Range (60% of existing)*	5
	Ridership Increase High Range (80% of existing)**	15
Add 1st additional PM bus at 15 min	Ridership Increase Low Range (60% of existing)*	28
	Ridership Increase High Range (80% of existing)**	37
Add 2nd additional PM bus at 15 min	Ridership Increase Low Range (60% of existing)*	17
	Ridership Increase High Range (80% of existing)**	30
Add 3rd additional PM bus at 15 min	Ridership Increase Low Range (60% of existing)*	10
	Ridership Increase High Range (80% of existing)**	24
Add 4th additional PM bus at 15 min	Ridership Increase Low Range (60% of existing)*	6
	Ridership Increase High Range (80% of existing)**	19
Potential Ridership of 4 extra AM w/ 15 min	**Low Range**	48
	High Range	86
Potential Ridership of 4 extra PM w/ 15 min	**Low Range**	60
	High Range	109
Potential Ridership of 8 extra AM and PM w/ 15	**Low Range**	**108**
	High Range	**196**
Total potential Daily Ridership Increase	**Low Range**	**124**
	High Range	**219**

Gunnison Microtransit		
Number of Vehicles	2.5	
Number of daily service hours (5am-8pm)	15	
Number of vehicle hours	37.5	
Expected ridership per vehicle hour low	3	
Expected ridership per vehicle hour high	5	
Expected Daily Ridership low	**113**	
Expected Daily Ridership high	**188**	

CB South Microtransit		
Number of Vehicles	2	
Number of daily service hours (6AM-8PM)	14	
Number of vehicle hours	28	
Expected ridership per vehicle hour low	1	
Expected ridership per vehicle hour high	3	
Expected Daily Ridership low	**28**	
Expected Daily Ridership high	**84**	

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.	Replace Bus Fleet per Fleet Replacement Plan
5 Year Cost	$2M - $2.8M	$5M - $6.5M	$4M - $4.5M	$25K - $40K	$10K - $15K	$25K - $50K	$150K - $175K	$1.8M - $2M	$500K - $1M	$150K - $175K	$8.8M - $11M
Total or One-Time?	Over 5 years	Over 5 years	Over 5 years	Mostly one-time	One-time	One-time	One-time	One-time	One-time	One-time	Over 5 years

>$3M	High
$200K - $3M	Medium
<$200K	Low

FIXED ROUTE CALCULTIONS

2023 Operating Costs

cost per trip in 2023 (low)	$158.67
Cost per trip in future (high)	$175
2023 Annual Trips	22,583
2023 Operating Cost	$3,583,245

2024 Estimated Costs	Winter Schedule (138 days)	Summer Schedule (228 days)	Full Year (Leap Year)
Existing daily round trips	41	33	
Existing daily one-way trips	82	66	
Total days per schedule	138	228	366
Total one-way trips	11,316	15,048	26,364
Existing Estimated Annual Operating Cost (Low)	**$ 4,183,176**		
Existing Estimated Annual Operating Cost (High)	**$ 4,613,700**		

Full year calculation with 2 more runs into the evening and consistent 3 hour peak blocks of 15 min frequency in winter

Daily round trips	49	36	
Daily one-way trips	98	72	
Total days per schedule	138	228	366
Total one-way trips	13,524	16,416	29,940
Estimated Annual Operating Cost (Low)	$ 4,750,580		
Estimated Annual Operating Cost (High)	$ 5,239,500		
Difference from Current Operating Cost (Low)	**$ 567,404**		
Difference from Current Operating Cost (High)	**$ 625,800**		

Adding 1 more evening trip

	Winter Schedule (138 days)	Summer Schedule (228 days)	Full Year (Leap Year)
Existing daily round trips	42	34	
Existing daily one-way trips	84	68	
Total days per schedule	138	228	366
Total one-way trips	11,592	15,504	27,096
Existing Estimated Annual Operating Cost (Low)	$ 4,299,322		
Existing Estimated Annual Operating Cost (High)	$ 4,741,800		
Difference from Current Operating Cost (Low)	**$ 116,146**		
Difference from Current Operating Cost (High)	**$ 128,100**		

Adding 2 more evening trips

	Winter Schedule (138 days)	Summer Schedule (228 days)	Full Year (Leap Year)
Existing daily round trips	43	36	
Existing daily one-way trips	86	72	
Total days per schedule	138	228	366
Total one-way trips	11,868	16,416	28,284
Existing Estimated Annual Operating Cost (Low)	$ 4,487,822		
Existing Estimated Annual Operating Cost (High)	$ 4,949,700		
Difference from Current Operating Cost (Low)	**$ 304,646**		
Difference from Current Operating Cost (High)	**$ 336,000**		

If we add 2 more runs into the evening and consistent 3 hour peak blocks of 15 min frequency in winter, 15 min freq added in Nov 2026

	Winter Schedule (Jan-Mar 2026) (91 days)	Winter Schedule (Mid-Nov - Dec 2026) (47 days)	Summer Schedule (228 days)	Full Year (Leap Year)
Daily round trips	43	49	36	
Daily one-way trips	86	98	72	
Total days per schedule	91	47	228	366
Total one-way trips	7,826	4,606	16,416	28,848
Estimated Annual Operating Cost (Low)	$ 4,577,312			
Estimated Annual Operating Cost (High)	$ 5,048,400			
Difference from Current Operating Cost (Low)	**$ 394,136**			
Difference from Current Operating Cost (High)	**$ 434,700**			

MICROTRANSIT CALCULTIONS

Gunnison Microtransit	
Number of Vehicles	2.5
Number of daily service hours	16
Number of vehicle hours	40
Total yearly hours (assumes 52 weeks of 7 day operations, no seasonal differences)	14,600
Cost per vehicle hour low range	$ 75
Cost per vehicle hour high range	$ 90
Total yearly cost low range	**$ 1,095,000**
Total yearly cost high range	**$ 1,314,000**

CB South Microtransit	
Number of Vehicles	2
Number of daily service hours	14
Number of vehicle hours	28
Total yearly hours (assumes 52 weeks of 7 day operations, no seasonal differences)	10,220
Cost per vehicle hour low range	$ 75
Cost per vehicle hour high range	$ 90
Total yearly cost low range	**$ 766,500**
Total yearly cost high range	**$ 919,800**

OTHER PROJECT CALCULATIONS

Marketing Efforts

Enhance Transit App Low	$	10,000
Enhance Transit App High	$	15,000
Upgrade Website Low	$	8,000
Upgrade Website High	$	12,000
Develop Educational Brochure Low	$	8,000
Develop Educational Brochure High	$	12,000
Total Marketing Efforts (Low)	**$**	**26,000**
Total Marketing Efforts (High)	**$**	**39,000**

Identify Requirements for Future Contracted Operators

Low	$	10,000
High	$	$15,000

Establish a Long-Term Vision

Low	$	25,000
High	$	50,000

Finish Upgrading Bus Stops

Low	$	150,000
High	$	175,000

Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison

Low	$	1,800,000
High	$	2,000,000

Provide More Park-n-Ride Locations (Cost assumes 2-4)

Low	$	500,000
High	$	1,000,000

Install Bus Stop Near Property Owners Association (POA) at CB South.

Low	$	150,000
High	$	175,000

Replace Bus Fleet per Fleet Replacement Plan (Assumes purchase of 7-9 new buses total by 2029)

Low	$	8,800,000
High	$	11,000,000

DRAFT

RUN TIME AND VEHICLE COUNT CALCULATIONS

Existing	Winter 30 min runs (or 35)	Winter 15 min runs (or 20)	Summer 30 min runs (or 35)	Notes
Total Run Time (minutes)	125	125	125	
Frequency (minutes)	30	15	30	Currently, with the route being 125 min long, you really can either do the mix of 15, 20, 30, 35 min
Number of vehicles	4.166666667	8.333333333	4.166666667	frequencies or consistent 25 min frequencies.

Future	Winter 30 min runs	Winter 15 min runs	Summer 30 min runs	Notes
Total Run Time (minutes)	130	130	130	If you add in 5 min into your schedule, then you could do 10, 13,or 26 min frequencies. Although
Frequency (minutes)	26	13	26	that's not pretty to the rider, it makes it a bit easier on the drivers and on the schedule calculations
Number of vehicles	5	10	5	(at least conceptually).

SAMPLE RUN CALCULATIONS

Summary:	Run Time	Total Runs	30 Min Runs	15 Min Runs
	2:10	49	23	26

Notes on Bus Count	30 Min Headways Depart Rec Center	15 Min Headways Depart Rec Center	Bus returns to rec center
	5:30 AM		7:40 AM
	6:00 AM		8:10 AM
		6:15 AM	8:25 AM
		6:30 AM	8:40 AM
		6:45 AM	8:55 AM
		7:00 AM	9:10 AM
		7:15 AM	9:25 AM
		7:30 AM	9:40 AM
		7:45 AM	9:55 AM
Need 9 buses, excluding 1 to help with breaks		8:00 AM	10:10 AM
		8:15 AM	10:25 AM
		8:30 AM	10:40 AM
		8:45 AM	10:55 AM
		9:00 AM	11:10 AM
		9:15 AM	11:25 AM
		9:30 AM	11:40 AM
	10:00 AM		12:10 PM
1 bus goes away (8 total now)	10:30 AM		12:40 PM
	11:00 AM		1:10 PM
1 bus goes away (7 total now)	11:30 AM		1:40 PM
2 buses goes away (5 total now)	12:00 PM		2:10 PM
	12:30 PM		2:40 PM
	1:00 PM		3:10 PM
	1:30 PM		3:40 PM
	2:00 PM		4:10 PM
	2:30 PM		4:40 PM
		2:45 PM	4:55 PM
Add 1 bus (6 total now)		3:00 PM	5:10 PM
		3:15 PM	5:25 PM
Add 1 bus (7 total now)		3:30 PM	5:40 PM
		3:45 PM	5:55 PM
Add 1 bus (8 total now)		4:00 PM	6:10 PM
		4:15 PM	6:25 PM
Add 1 bus (9 total now)		4:30 PM	6:40 PM
		4:45 PM	6:55 PM
		5:00 PM	7:10 PM
		5:15 PM	7:25 PM
		5:30 PM	7:40 PM
	6:00 PM		8:10 PM
1 bus goes away (8 total now)	6:30 PM		8:40 PM
3 buses go away (5 total now)	7:00 PM		9:10 PM
	7:30 PM		9:40 PM
1 bus goes away (4 total now)	8:00 PM		10:10 PM
Add 1 bus (5 total now)	8:30 PM		10:40 PM
	9:00 PM		11:10 PM
	9:30 PM		11:40 PM
	10:00 PM		12:10 AM
	10:30 PM		12:40 AM
	11:00 PM		1:10 AM

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.	Replace Bus Fleet per Fleet Replacement Plan
Ease of Implementation Factors											
Are additional planning efforts needed? (Yes=0 No=1)	1	0	0	1	1	0	1	0	0	0	1
Can the project be completed and operational within a year? (Yes=1 No=0)	1	0	0	1	1	1	1	0	0	0	1
Is new infrastructure needed? (Yes=0 No=1)	1	1	1	1	1	1	1	0	0	0	0
Is new staff needed? (Yes=0 No=1)	0	0	0	1	1	1	1	1	1	1	1
Can the project be completed by GVRTA Staff? (Yes=1 No=0)	1	0	0	1	1	1	0	0	0	0	1
Can the project easily be updated or changed (Yes=1 No=0)	1	1	1	1	1	1	0	0	0	0	0
Does the project need outside approval/collaboration to commence? (Yes=0 No=1)	1	0	0	1	1	0	1	0	0	0	1
Total	6	2	2	7	7	5	5	1	1	1	5
Range for Table	High	Medium	Medium	High	High	Medium	High	Low	Low	Low	High

6 to 8	High
3 to 5	Medium
0 to 2	Low

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.	Replace Bus Fleet per Fleet Replacement Plan
GVRTA Goals											
Provide long term and energy efficient public transit system between the north and south ends of Highway 135 corridor	3	1	1	2	2	2	2	2	2	2	2
Transport as many people as possible as safely as possible	3	2	2	2	2	2	2	2	2	1	3
Total	**6**	**3**	**3**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**5**
Range for Table	High	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	Low	High

Ranking

0	Does not support the GVRTA Goal
1	Somewhat supports the GVRTA Goal, but mostly not
2	Somewhat supports the GVRTA Goal
3	100% supports the GVRTA Goal
6	High
4 to 5	Medium
Under 4	Low

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.
# of Respondents that Ranked as most important (service expansion)	97	43	15	76	34	24	4
# of Respondents that Ranked as 2nd most important (service expansion)	49	48	35	43	48	28	19
Total Number of # 1	162	162	162	138	138	138	138
Total Number of # 2	162	162	162	138	138	138	138
Total	324	324	324	276	276	276	276
% in top two	45%	28%	15%	43%	30%	19%	8%
Percent of survey respondents that ranked the project as most important	**45%**	**28%**	**15%**	**43%**	**30%**	**19%**	**8%**

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.
Work	1	0.5	0.5	1	1	0.5	1
School	1	0.5	0.5	1	0.5	0.5	0.5
Shopping/Restaurants	1	0.5	0.5	1	1	0.5	1
Ski Resort	1	0.5	0.5	1	0.5	0.5	0.5
Airport	0	0	0	0	0.5	0	0
Medical Appointments	0.5	0	0	0.5	0.5	0	0
Public Services	0.5	0	0	0.5	0.5	0	0
Gym/Other Recreation	1	0.5	0.5	1	0.5	0.5	0.5
Total / Range for Table	6	2.5	2.5	6	5	2.5	3.5

1=Located directly from service/stop
0.5=connects to bus to connect to service/stop or medium walk
0=not served

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.
Population Density	1	1	0	1	1	0	0
Population Under 18	1	1	1	1	1	1	1
Population Over 65	1	1	0	1	1	1	0
Non-White Population	1	1	0	1	1	0	0
Limited Vehicle Access	1	1	0	1	1	1	0
Population Below Fed Pov Line	1	1	0	1	1	0	0
Limited English	1	1	0	0	1	0	0
Limited Internet	1	1	0	1	1	1	0
Population W/a Disability	1	1	0	1	1	0	0
Population that Commutes Transit	1	1	0	1	1	0	0
Total	**10**	**10**	**1**	**9**	**10**	**4**	**1**
Contains a census block in the top 2 categories? (Yes=1, No=0)							
Explanation	1/4 mile from the route	All census blocks in Gunnison	All census blocks in CB South	1/4 mile from bus stops to be upgraded	1/4 mile from Safeway stop	1/2 mile from Brushcreek and Red Mountain Park at CB South	1/4 mile from POA in CB south

0 to 3
4 to 6
7 to 9

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.	Replace Bus Fleet per Fleet Replacement Plan
Travel Markets											
Commuters	1	1	1	1	0.5	1	1	1	1	1	0.5
Youth/Students	0.5	1	1	1	0.5	1	1	1	0.5	0.5	0.5
Seniors	0.5	1	1	1	0.5	1	1	1	0.5	0.5	0.5
Recreation	1	0.5	0.5	1	0.5	1	1	1	1	1	0.5
Short, Community-Based Trips	0	1	1	1	0.5	1	1	1	0	0	0.5
People with limited access to vehicles	1	1	1	1	0.5	1	1	1	0	1	0.5
People with Disabilities	0.5	1	1	1	0.5	1	1	1	0.5	0.5	0.5
People with limited English proficiency	1	1	1	1	0.5	1	1	1	1	1	0.5
Total	5.5	7.5	7.5	8	4	8	8	8	4.5	5.5	4

Yes	1
Maybe	0.5
No	0

0 to 2
3 to 5
6 to 8

DRAFT

	Adjust Seasonal Schedules for Expanded Service Hours in the Peak Seasons, and Targeted Service Hours in the Off-Season	Establish a Gunnison Commuter Microtransit Zone	Establish a Crested Butte South Commuter Microtransit Zone	Marketing Efforts (Enhance Transit App, Upgrade Website, Develop Educational Brochure)	Identify Requirements for Future Contracted Operators	Establish a Long-Term Vision	Finish Upgrading Bus Stops	Design and Construct an Enhanced Bus Stop and GVRTA Offices/Dispatch in Gunnison	Provide More Park-n-Ride Locations	Install Bus Stop Near Property Owners Association (POA) at CB South.	Replace Bus Fleet per Fleet Replacement Plan
Plans											
Crested Butte Community Compass	1	0	0	0	0	1	0	0	0	0	0
Town of Mt Crested Butte Master Plan	1	0	0	1	0	1	0	0	1	0	0
Crested Butte Transportation Mobility Plan	0	1	1	0	0	1	1	0	1	0	0
One Valley Resiliency Roadmap	1	1	1	0	0	1	1	0	0	0	0
City of Gunnison Comp Plan	1	0	0	1	0	1	1	1	1	0	0
Gunnison Valley 2045 Regional Transportation Plan	1	0	0	0	0	1	1	1	0	0	0
Total	5	2	2	2	0	6	4	2	3	0	0

Yes=1
No=0

4 to 6
2 to 3
0 to 1

DRAFT

Appendix C

GVRTA Fleet Replacement Schedule

GVRTA Fleet Replacement Schedule																	
Projected Odometer On 1/1	5311 2017-D #504	Local 2017-D #505	DOLA 2017-C #506	5339 2018-C #503	SB-228 2019-C #502	5339 2019-C #501	5339/VW 2020-C #500	FASTER 2021-C #507	5339 2023-C #508	5339 2023-C #509	#510	#511	#512	#513	#514	#515	#516
2024	555,000	570,000	450,000	405,000	365,000	400,000	280,000	170,000	50,000	50,000							
2025	646,000	661,000	541,000	496,000	456,000	491,000	371,000	261,000	141,000	141,000	-	-	-				
2026	712,000	752,000	632,000	587,000	547,000	582,000	462,000	352,000	232,000	202,000	20,000	20,000	20,000	-	-		
2027	722,000	762,000	712,000	667,000	627,000	662,000	542,000	432,000	312,000	282,000	80,000	80,000	80,000	35,000	35,000	-	-
2028			732,000	687,000	687,000	682,000	617,000	507,000	387,000	357,000	155,000	155,000	155,000	110,000	110,000	25,000	25,000
2029					727,000	722,000	657,000	582,000	462,000	432,000	230,000	230,000	230,000	185,000	185,000	100,000	100,000
2030					752,000	747,000	682,000	657,000	537,000	507,000	305,000	305,000	305,000	260,000	260,000	175,000	175,000

	In Service
	Spare

DRAFT

2025 – 3 new buses – expand fleet to 13

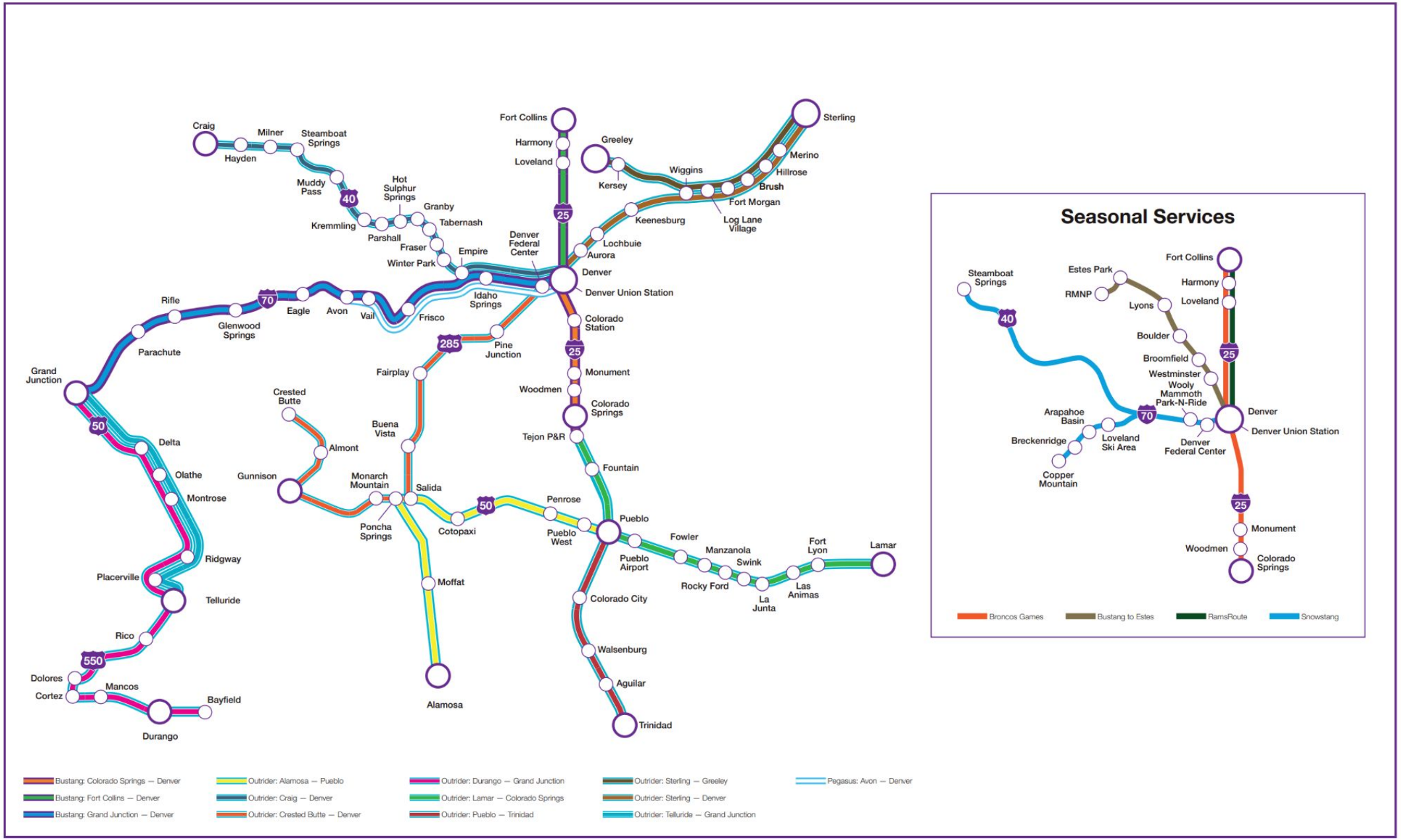
2026 – 2 new buses – replace 2 old buses

2027 – 2 new buses – replace 2 old buses

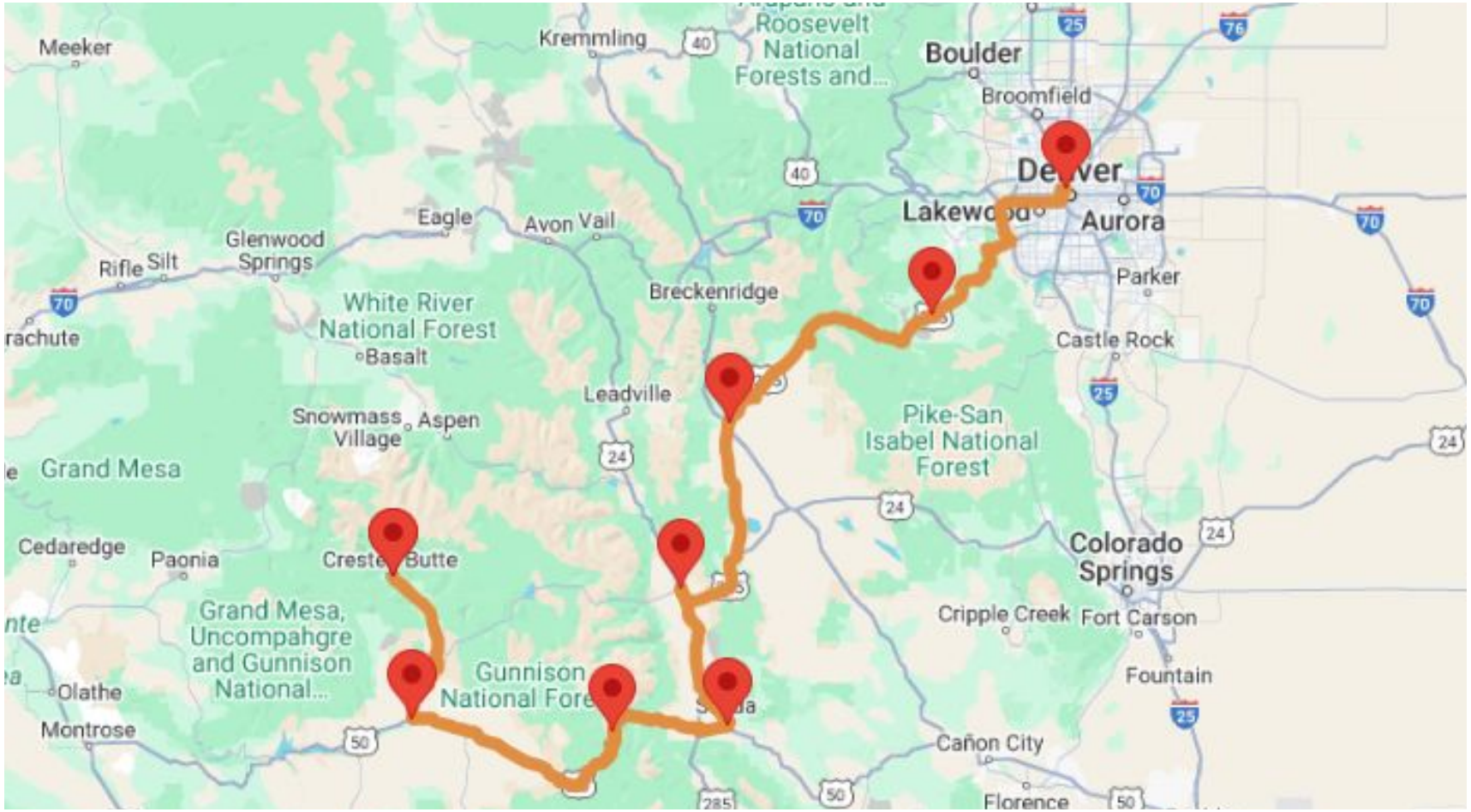
2028 – 2 buses – expand fleet to 15

2029 – 2 buses – replace 2 old buses

2030 – 2 buses – expand fleet to 17


Craig
Milner
Steamboat Springs
Hayden
Muddy Pass
40
Hot Sulphur Springs
Granby
Kremmling
Tabernash
Parshall
Fraser
Winter Park
Empire
Fort Collins
Harmony
Loveland
25
Greeley
Kersey
Sterling
Merino
Hillrose
Brush
Wiggins
Fort Morgan
Keenesburg
Log Lane Village
Denver Federal Center
Lochbuie
Aurora
Denver
Denver Union Station
Idaho Springs
Colorado Station
Rifle
70
Eagle
Avon
Vail
Frisco
Glenwood Springs
Parachute
285
Pine Junction
Fairplay
Monument
Woodmen
Colorado Springs
Grand Junction
Crested Butte
Buena Vista
Tejon P&R
50
Delta
Almont
Fountain
Olathe
Gunnison
Monarch Mountain
Salida
Penrose
Montrose
Poncha Springs
Cotopaxi
Pueblo
Pueblo West
Fowler
Manzanola
Fort Lyon
Lamar
Pueblo Airport
Swink
Ridgway
Rocky Ford
La Junta
Las Animas
Placerville
Moffat
Colorado City
Telluride
Rico
550
Walsenburg
Dolores
Mancos
Aguilar
Cortez
Bayfield
Alamosa
Trinidad
Durango
Bustang: Colorado Springs — Denver
Bustang: Fort Collins — Denver
Bustang: Grand Junction — Denver
Outrider: Alamosa — Pueblo
Outrider: Craig — Denver
Outrider: Crested Butte — Denver
Outrider: Durango — Grand Junction
Outrider: Lamar — Colorado Springs
Outrider: Pueblo — Trinidad
Outrider: Sterling — Greeley
Outrider: Sterling — Denver
Outrider: Telluride — Grand Junction
Pegasus: Avon — Denver
Seasonal Services
Steamboat Springs
40
Estes Park
RMNP
Lyons
Fort Collins
Harmony
Loveland
25
Boulder
Broomfield
Westminster
Wooly Mammoth Park-N-Ride
70
Arapahoe Basin
Breckenridge
Loveland Ski Area
Copper Mountain
Denver
Denver Union Station
Denver Federal Center
25
Monument
Woodmen
Colorado Springs
Broncos Games
Bustang to Estes
RamsRoute
Snowstang

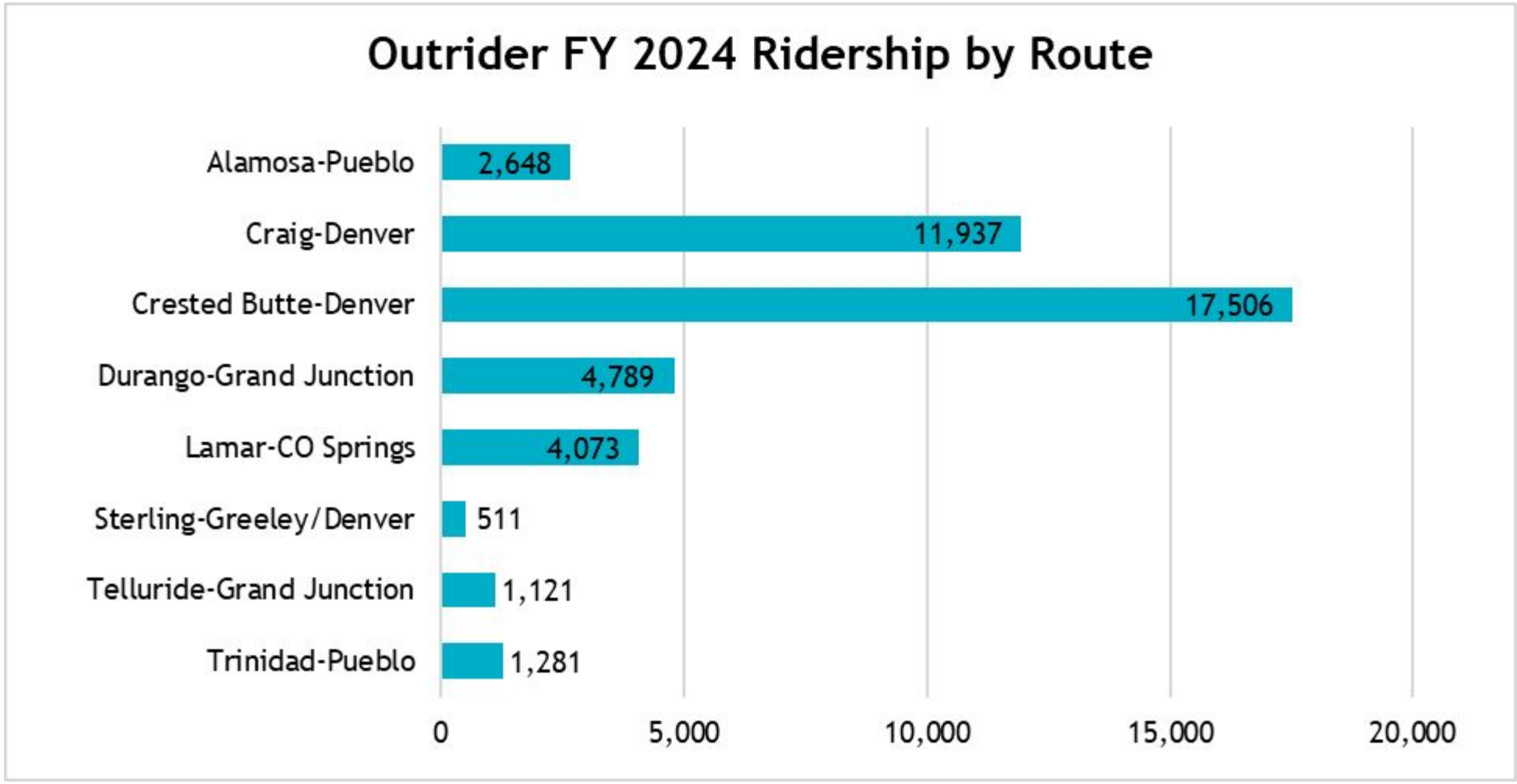
Crested Butte to Denver



Existing Stops

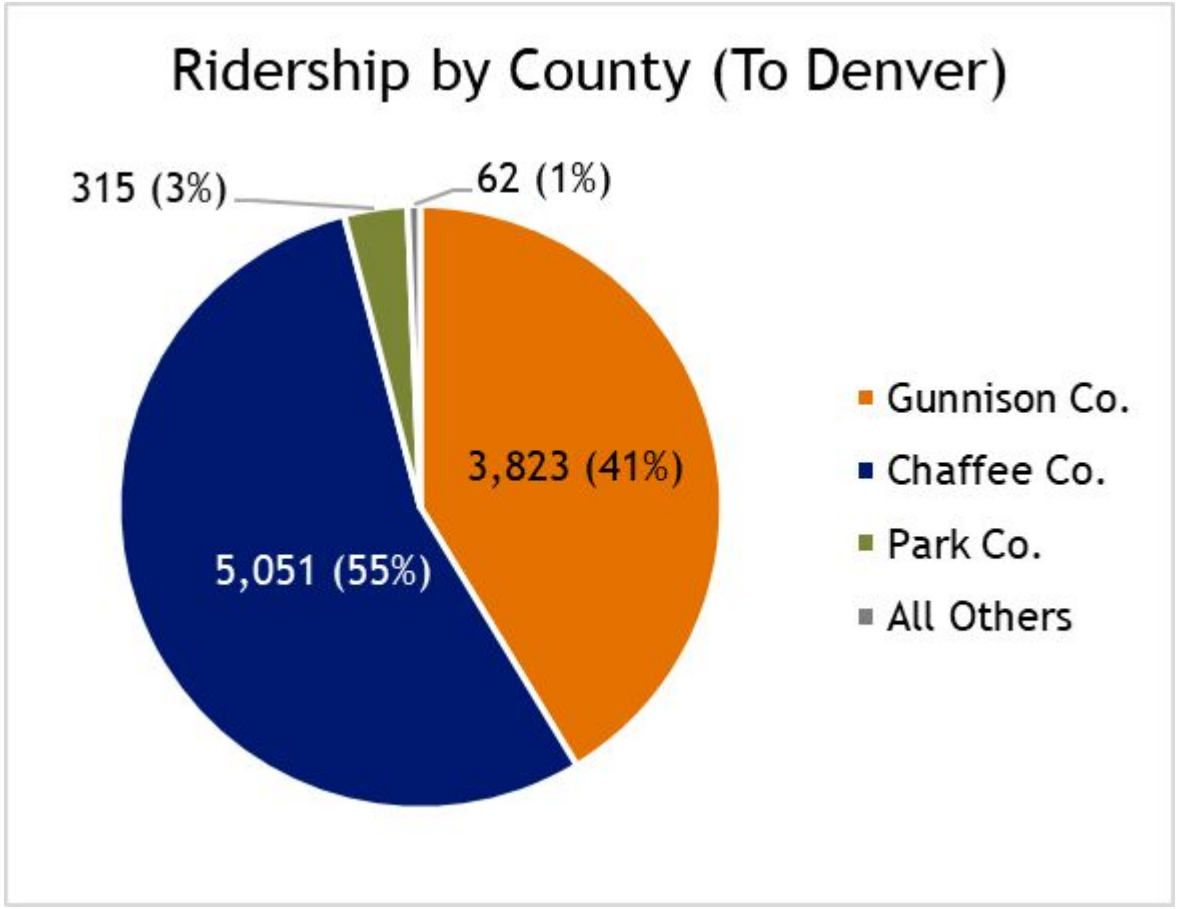
- Crested Butte
- Almont
- Gunnison
- Monarch Mountain
- Salida
- Buena Vista
- Fairplay
- Pine Junction
- Denver Union Station

Outrider Ridership



Crested Butte to Denver Ridership (FY 2024)

Crested Butte to Denver	Ridership	Percentage
Crested Butte	1,349	14.6%
Almont	61	0.7%
Gunnison	2,413	26.1%
Monarch Mountain	30	0.3%
Salida	3,410	36.9%
Buena Vista	1,611	17.4%
Fairplay	315	3.4%
Pine Junction	62	0.7%
Denver Union Station	0	0.0%
FY 2024 Total	**9,251**	**100.0%**



Cost Proposal: CB-Denver 2nd Trip

50/50 Cost Sharing Proposal

	Est. Cost/Yr	State Share (50%)	Local Share (50%)
CB-Den 2nd trip (gross)	$809,622	$404,811	$404,811
CB-Denver 2nd trip (net = farebox revenue)	$425,160	$212,580	$212,580

Cost Proposal: Montrose to Gunnison

50/50 Cost Sharing Proposal (net cost, farebox revenue estimated)

	Est. Cost/Yr 1 RT	State Share (50%)	Local Share (50%)
Montrose-Gunnison	$123,090	$61,545	$61,545
Montrose-Town of CB	$173,445	$86,722	$86,722

GVRTA – 2024

Revised Budget

For Adoption 11-15-2024

The Proposed 2024 Revised Budget is on the following pages. State statute requires us to revise our budget before the end of the year if there are overages in expenditures in certain accounts.

Since we purchased the lot next to the Safeway and increased the spring/summer/fall bus schedule substantially, and since these expenditures were not anticipated when we adopted the original budget, we need to revise this year's budget. This revised budget also accounts for other smaller changes that have been approved over the year.

If there are no changes from the Board, the staff requests a motion to adopt the GVRTA Revised 2024 Budget as presented.

Gunnison Valley Transportation Authority 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Distribution of Sales Tax Revenues among GVRTA funds	**$ 5,996,000**	**$ 110,000**	**$ 6,106,000**
Sales Tax to General Fund	$ 4,313,000	$ 410,000	$ 4,723,000
Sales Tax to Capital Fund	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ 750,000	$ (300,000)	$ 450,000
Sales Tax to Senior Transportation Fund	$ 433,000	$ -	$ 433,000
	$ 5,996,000	**$ 110,000**	**$ 6,106,000**

GVRTA General Fund 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Beginning Fund Balance	$ 1,924,030	$ (191,112)	$ 1,732,918
Revenues			
Sales Tax Revenues	$ 4,313,000	$ 410,000	$ 4,723,000
Sales Tax - Clerk	$ 36,000	$ 12,000	$ 48,000
Interest Charges	$ 2,700	$ (2,700)	$ -
Other Fines	$ 16,000	$ (16,000)	$ -
Rental Income	$ 97,000	$ 8,000	$ 105,000
Earnings on Investments	$ 60,000	$ 80,000	$ 140,000
5311 A & O FTA 5311 Admin. & Operating Grants	$ 359,512	$ -	$ 359,512
Total Revenues	**$ 4,884,212**	**$ 491,300**	**$ 5,375,512**
Expenditures:			
Postage	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 40,000	$ -	$ 40,000
Travel - Transportation	$ 8,000	$ (4,000)	$ 4,000
Travel - Meals	$ 6,000	$ (3,000)	$ 3,000
Travel - Lodging	$ 6,000	$ (3,000)	$ 3,000
Legal Services	$ 8,000	$ 2,000	$ 10,000
Contracted Temp. Help - Marcy, F&P, & RAE	$ 92,000	$ 17,000	$ 109,000
Contract Svcs - Morrison, Swiftly, Bus Stops, etc.	$ 67,000	$ 4,000	$ 71,000
Management Services - TMS	$ 97,344	$ -	$ 97,344
Meetings - Registrations	$ 2,000	$ (1,000)	$ 1,000
State Fees	$ 31,000	$ (1,000)	$ 30,000
County Treasurer's Fees	$ 75,000	$ (9,000)	$ 66,000
Late Night Taxi Donation	$ 38,000	$ -	$ 38,000
Advertising, Notices, & Website	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships	$ 23,000	$ 1,000	$ 24,000
Auditing	$ 9,000	$ 3,590	$ 12,590
Insurance & Bonds	$ 20,420	$ -	$ 20,420
Utilities	$ 10,000	$ (3,000)	$ 7,000
Investment Commissions/Fees	$ 100	$ -	$ 100
Transfer to County General Fund (Finance Dept.)	$ 13,220	$ -	$ 13,220
5311 - A Management Services - TMS	$ 97,344	$ -	$ 97,344
5311 - O Diesel Fuel	$ 133,000	$ (30,000)	$ 103,000
5311 - O CNG Fuel	$ 400,000	$ (25,000)	$ 375,000
5311 - O Repair & Maintenance - Vehicles	$ 605,000	$ 65,000	$ 670,000
5311 - O Purchased Transportation Services	$ 2,850,000	$ 260,000	$ 3,110,000
Total Expenditures	**$ 4,650,528**	**$ 268,590**	**$ 4,919,118**
Ending General Fund Balance	**$ 2,157,714**	**$ 31,598**	**$ 2,189,312**

GVRTA Capital Reserve Fund 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Beginning Fund Balance	**$ 1,176,663**	**$ 136,973**	**$ 1,313,636**
Revenues:			
Sales Tax Revenues	$ 500,000	$ -	$ 500,000
Total Revenues	**$ 500,000**	**$ -**	**$ 500,000**
Expenditures:			
5339 - C **Bus Purchase**	$ -	$ -	$ -
SB 267 **Storage Facility Construction**	$ -	$ 110,043	$ 110,043
Housing/Land Purchases	$ -	$ 812,623	$ 812,623
Capital Improvements	$ 125,000	$ 38,000	$ 163,000
Total Expenditures	**$ 125,000**	**$ 960,666**	**$ 1,085,666**
Ending Fund Balance	**$ 1,551,663**	**$ (823,693)**	**$ 727,970**

GVRTA Air Command Fund 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Beginning Fund Balance	**$ 2,199,465**	**$ 933**	**$ 2,200,398**
Revenues:			
Sales Tax Revenues	$ 750,000	$ (300,000)	$ 450,000
SCASD Grant (300k budgeted to county)	$ -	$ -	$ -
Total Revenues	**$ 750,000**	**$ (300,000)**	**$ 450,000**
Expenditures:			
Airline Guarantees - Winter	$ 521,954	$ -	$ 521,954
Professional Services -Airplanners	$ 102,000	$ -	$ 102,000
Payment to Airport for Airline Mechanic Subsidy	$ 45,000	$ 3,000	$ 48,000
Airline Guarantees - Summer (50% paid by county grant)	$ 300,000	$ (300,000)	$ -
Total Expenditures	**$ 968,954**	**$ (297,000)**	**$ 671,954**
Ending Fund Balance	**$ 1,980,511**	**$ (2,067)**	**$ 1,978,444**

GVRTA Senior Transportation Fund 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Beginning Fund Balance	**$ 436,262**	**$ 1,128**	**$ 437,390**
Revenues:			
Sales Tax Revenues	$ 433,000	$ -	$ 433,000
Total Revenues	**$ 433,000**	**$ -**	**$ 433,000**
Expenditures:			
Capital Expenses	$ 120,000	$ -	$ 120,000
Contracted Services	$ 400,000	$ -	$ 400,000
Total Expenditures	**$ 520,000**	$ -	**$ 520,000**
Ending Fund Balance	**$ 349,262**	**$ 1,128**	**$ 350,390**

GVRTA Total Revenues and Expenditures 2024 Revised Budget - Adopted 11/15/2024	2024 Adopted Budget	Revisions	2024 Revised Budget
Beginning Fund Balance	**$ 5,736,420**	**$ (52,078)**	**$ 5,684,342**
Revenues:	$ 6,567,212	$ 191,300	$ 6,758,512
Expenditures:	$ 6,264,482	$ 932,256	$ 7,196,738
Ending Fund Balance	**$ 6,039,150**	**$ (793,034)**	**$ 5,246,116**

GVRTA Summary of all Funds 2024 Revised Budget - Adopted 11/15/2024 Fund Balances	2024 Actual Beginning Balance	2024 Adopted Budget Ending Balance	Revisions	2024 Revised Budget Ending Balance
Unrestricted General Fund Balance	$ 1,732,918	$ 2,157,714	$ 31,598	$ 2,189,312
Capital Reserve Fund Balance	$ 1,313,636	$ 1,551,663	$ (823,693)	$ 727,970
Air Command Fund Balance	$ 2,200,398	$ 1,980,511	$ (2,067)	$ 1,978,444
Senior Transportation Fund Balance	$ 437,390	$ 349,262	$ 1,128	$ 350,390
Total Fund Balance	**$ 5,684,342**	**$ 6,039,150**	**$ (793,034)**	**$ 5,246,116**

2025 GVRTA Budget

Final Budget – For Board Adoption 11/15/24

(Prepared on November 5, 2023)

The next pages comprise the Final 2025 GVRTA Budget as presented the GVRTA Board of Directors at the November 15, 2023 meeting. The Board of Directors may make changes before adopting the budget.

Major changes since the last draft:

- $50,000 has been added to the Contracted Temporary Help line to allow for GVRTA participation in the valley-wide Hwy 135 corridor planning project. These funds would only be spent after a future motion of the Board of Directors.
- The Late-Night Taxi Services line has been changed to include a local match for Bustang Services and increased to $100,000 to allow for the possibility of funding a second daily Denver bus starting in May. This is contingent upon Board approval and a possible local match by Chaffee County.
- The maximum cap amounts of the MRG contracts is now known and budgeted at $582,206, which is up from the placeholder amount of $560,000.
- The full grant amount for the Section 5339(b) award of $1,516.108 to purchase two expansion buses has been included in this budget. It is possible that we will use a different grant for this purchase which would only cover 80% of the cost and roll this grant into 2026.
- The cost of purchasing the buses has been increased by approx. $31,833 each to allow for contingencies during the purchase process.
- Total revenues have increased by $38,308.
- Total expenses have increased by $235,798.

2025 Budget Assumptions:

- **Sales Tax**
  - Sales tax revenues are projected flat for remainder of 2024.
  - 2025 sales tax is budgeted to be 3% above 2024 projections.

- **Capital Fund**
    - The Capital Fund is allocated $500,000 in sales tax revenues in 2025
    - Section 5339 Grant funding is budgeted to cover 85% of the cost of two buses
        - We were awarded a grant for $1,516,108
    - State grant funding of $1,000,000 is included to build the enhanced bus stop on Hwy 50 in Gunnison
        - This funding will likely be spread over two years.
    - Projects
        - Purchasing three buses - $891,833 each
            - Two with grant funding and one with local funds
        - Building the enhanced bus stop and GVRTA offices -$1,000,000
            - These expenses will likely be spread over two years as the project is completed and will be offset by state grant funding.
- **Air Command Fund**
    - The Air Command Fund is allocated $750,000 from sales tax revenues in 2025.
    - Winter flights are guaranteed to Houston and perhaps Chicago.
        - Total maximum MRG payments are budgeted at $582,206.
    - Air Services Manager (including travel expenses) - $106,000
    - Airline Mechanic Contribution - $50,000
- **Senior Transportation Fund**
    - The Senior Transportation Fund is allocated $446,000 from sales tax revenues in 2025.
    - Senior transportation operations continue with no changes in 2025.
        - Contracts are budgeted at:
            - $315,000 for GVH
            - $105,000 for Mountain Express
- **General Fund**
    - Remaining Sales Tax ($4,593,000) is allocated to the General Fund.
    - The GVRTA Commuter Bus operates on a 41 round-trip winter bus schedule and a 33 round-trip spring, summer, and fall bus schedule.
    - New Bus Operations Manager contract is included ($84,000) under contracted Services
- **Overall**
    - Total revenues are budgeted to be $9,388,108.
    - Total expenditures are budgeted not to exceed $9,977,882.
        - Capital assets will increase with three new buses ($2,675,500) and the enhanced bus stop project ($1,000,000).
    - Ending fund balance is budgeted to be $4,684,918.

Gunnison Valley Transportation Authority 2025 Budget

For Adoption by the Board of Directors November 15, 2024

Gunnison Valley Transportation Authority 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Sales Tax Revenues	**$ 6,052,980**	**$ 5,996,000**	**$ 6,104,650**	**$ 6,289,000**
Sales Tax to General Fund	$ 3,682,980	$ 4,313,000	$ 4,721,650	$ 4,593,000
Sales Tax to Capital Fund	$ 1,550,000	$ 500,000	$ 500,000	$ 500,000
Sales Tax to Air Command Fund	$ 400,000	$ 750,000	$ 450,000	$ 750,000
Sales Tax to Senior Transportation Fund	$ 420,000	$ 433,000	$ 433,000	$ 446,000
	$ 6,052,980	**$ 5,996,000**	**$ 6,104,650**	**$ 6,289,000**

GVRTA General Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Beginning General Fund Balance	**$ 1,541,924**	**$ 1,924,030**	**$ 1,732,918**	**$ 2,209,167**
Revenues:				
Sales Tax Revenues	$ 3,682,983	$ 4,313,000	$ 4,721,650	$ 4,593,000
Sales Tax - Clerk	$ 39,174	$ 36,000	$ 48,000	$ 37,000
Interest Charges	$ 1,713	$ 2,700	$ (600)	$ 1,000
Other Fines	$ 8,713	$ 16,000	$ (2,300)	$ 1,000
Rental Income	$ 72,521	$ 97,000	$ 105,000	$ 97,000
Earnings on Investments	$ 122,302	$ 60,000	$ 140,000	$ 80,000
5311 A & O FTA 5311Admin. & Operating Grants	$ 242,618	$ 359,512	$ 359,512	$ 367,000
Total Revenues	**$ 4,170,024**	**$ 4,884,212**	**$ 5,371,262**	**$ 5,176,000**
Expenditures:				
Postage	$ 10	$ 100	$ 100	$ 100
Equipment Under $4,000	$ 3,732	$ 4,000	$ 4,000	$ 4,000
Building Repair and Maintenance	$ 18,623	$ 40,000	$ 40,000	$ 30,000
Travel - Transportation	$ 272	$ 8,000	$ 4,000	$ 4,000
Travel - Meals	$ 279	$ 6,000	$ 4,000	$ 3,000
Travel - Lodging	$ 528	$ 6,000	$ 3,000	$ 3,000
Legal Services	$ 5,586	$ 8,000	$ 10,000	$ 8,000
Contracted Temporary Help - Marcy & RAE	$ 750	$ 92,000	$ 100,000	$ 58,000
Contract Svcs - Morrison, Bus Ops Mgr, Swiftly, Bus Stops, etc	$ 61,975	$ 67,000	$ 71,000	$ 160,000
Management Services - TMS	$ 93,600	$ 97,344	$ 97,344	$ 101,238
Meetings - Registrations	$ 275	$ 2,000	$ 1,000	$ 2,000
State Fees	$ 27,218	$ 31,000	$ 28,000	$ 30,000
Treasurer's Fees	$ 78,144	$ 75,000	$ 63,000	$ 77,000
Late Night Taxi & Bustang Services	$ 22,105	$ 38,000	$ 37,895	$ 100,000
Advertising, Notices, Public Outreach & Website	$ 8,261	$ 15,000	$ 10,000	$ 18,000
Dues & Memberships (CASTA & POA Memberships)	$ 18,921	$ 23,000	$ 24,000	$ 25,000
Auditing	$ 6,660	$ 9,000	$ 12,590	$ 13,500
Insurance & Bonds	$ 16,591	$ 20,420	$ 20,420	$ 22,000
Utilities	$ 10,886	$ 10,000	$ 6,000	$ 10,000
Investment Commissions/Fees	$ -	$ 100	$ 100	$ 100
Transfer to County General Fund	$ 12,519	$ 13,220	$ 13,220	$ 14,000
5311 - A Management Services - TMS	$ 93,600	$ 97,344	$ 97,344	$ 101,238
5311 - O Diesel Fuel	$ 116,423	$ 133,000	$ 103,000	$ 120,000
5311 - O CNG Fuel	$ 339,236	$ 400,000	$ 375,000	$ 400,000
5311 - O Repair & Maintenance - Vehicles	$ 459,874	$ 605,000	$ 670,000	$ 640,000
5311 - O Purchased Transportation Services	$ 2,582,962	$ 2,850,000	$ 3,100,000	$ 3,200,000
Total Expenditures	**$ 3,979,030**	**$ 4,650,528**	**$ 4,895,013**	**$ 5,144,176**
Ending General Fund Balance	**$ 1,732,918**	**$ 2,157,714**	**$ 2,209,167**	**$ 2,240,991**

GVRTA Capital Reserve Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Beginning Fund Balance	**$ 2,739,383**	**$ 1,176,663**	**$ 1,313,636**	**$ 727,970**
Revenues:				
5339 - C 5311/5399/FASTER/SB1/SB228Capital Grants	$ 1,460,000	$ -	$ -	$ 1,516,108
Refund of Expenditures (Fading West Deposit)	$ 380,000	$ -	$ -	$ -
State SB267 Grant for Facility	$ -	$ -	$ -	$ 1,000,000
Sales Tax Revenues	$ 1,550,000	$ 500,000	$ 500,000	$ 500,000
Capital Fund Revenues	**$ 3,390,000**	**$ 500,000**	**$ 500,000**	**$ 3,016,108**
Expenditures:				
5339 - C Bus Purchases	$ 1,542,601	$ -	$ -	$ 2,675,500
SB-267 Facility Purchases / Design / Construction	$ 1,212,364	$ -	$ 110,043	$ 1,000,000
Housing/Land Purchases	$ 1,569,241	$ -	$ 812,623	$ -
Capital Improvements	$ 491,541	$ 125,000	$ 163,000	$ -
Capital Fund Expenditures	**$ 4,815,747**	**$ 125,000**	**$ 1,085,666**	**$ 3,675,500**
Ending Fund Balance	**$ 1,313,636**	**$ 1,551,663**	**$ 727,970**	**$ 68,578**

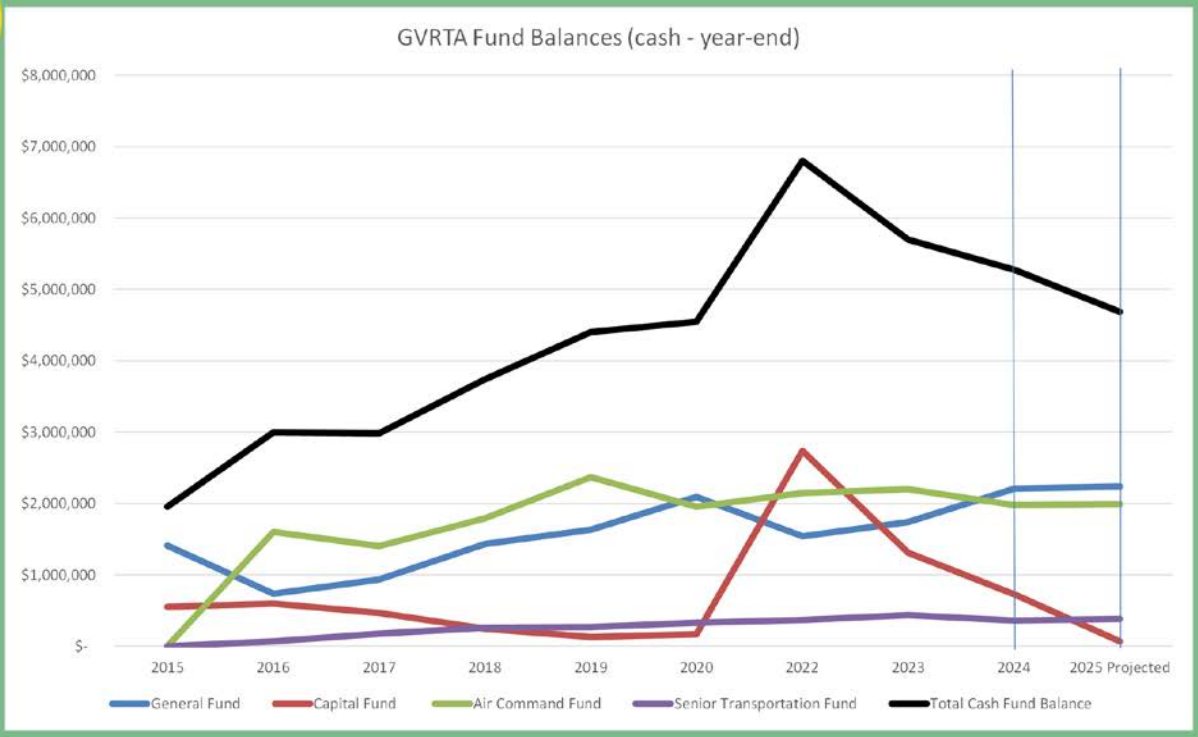
GVRTA Air Command Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Beginning Fund Balance	**$ 2,149,854**	**$ 2,199,465**	**$ 2,200,398**	**$ 1,980,944**
Revenues:				
Sales Tax Revenues	$ 400,000	$ 750,000	$ 450,000	$ 750,000
Refund from JSX - winter 2022-23	$ 103,500		$ -	
SCASD Grant ($300k - goes to county)	$ -	$ -	$ -	$ -
RTA Air Command Fund Revenues	**$ 503,500**	**$ 750,000**	**$ 450,000**	**$ 750,000**
Expenditures:				
Airline Guarantees - Winter	$ 311,889	$ 521,954	$ 521,954	$ 582,206
Professional Services - Tomcich	$ 99,067	$ 102,000	$ 99,500	$ 106,000
Airline Mechanic Contribution	$ 42,000	$ 45,000	$ 48,000	$ 50,000
Airline Guarantees - Summer (50% from county grant)	$ -	$ 300,000	$ -	$ -
RTA Air Command Fund Expenditures	**$ 452,956**	**$ 968,954**	**$ 669,454**	**$ 738,206**
Ending Fund Balance	**$ 2,200,398**	**$ 1,980,511**	**$ 1,980,944**	**$ 1,992,738**

GVRTA Senior Transportation Fund 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Beginning Fund Balance	**$ 371,262**	**$ 436,262**	**$ 437,390**	**$ 356,611**
Revenues:				
Sales Tax Revenues	$ 420,000	$ 433,000	$ 433,000	$ 446,000
Senior Transportation Fund Revenues	**$ 420,000**	**$ 433,000**	**$ 433,000**	**$ 446,000**
Expenditures:				
Capital Expenses	$ -	$ 120,000	$ 113,779	
Contracted Services	$ 353,872	$ 400,000	$ 400,000	$ 420,000
Senior Transportation Fund Expenditures	**$ 353,872**	**$ 520,000**	**$ 513,779**	**$ 420,000**
Ending Fund Balance	**$ 437,390**	**$ 349,262**	**$ 356,611**	**$ 382,611**

GVRTA Total Revenues and Expenditures 2025 Budget	2023 Actual	2024 Budget	2024 Projected	2025 Budget
Beginning Fund Balance	**$ 6,802,423**	**$ 5,736,420**	**$ 5,684,342**	**$ 5,274,692**
Revenues:	$ 8,483,524	$ 6,567,212	$ 6,754,262	$ 9,388,108
Expenditures:	$ 9,601,605	$ 6,264,482	$ 7,163,912	$ 9,977,882
Ending Fund Balance	**$ 5,684,342**	**$ 6,039,150**	**$ 5,274,692**	**$ 4,684,918**

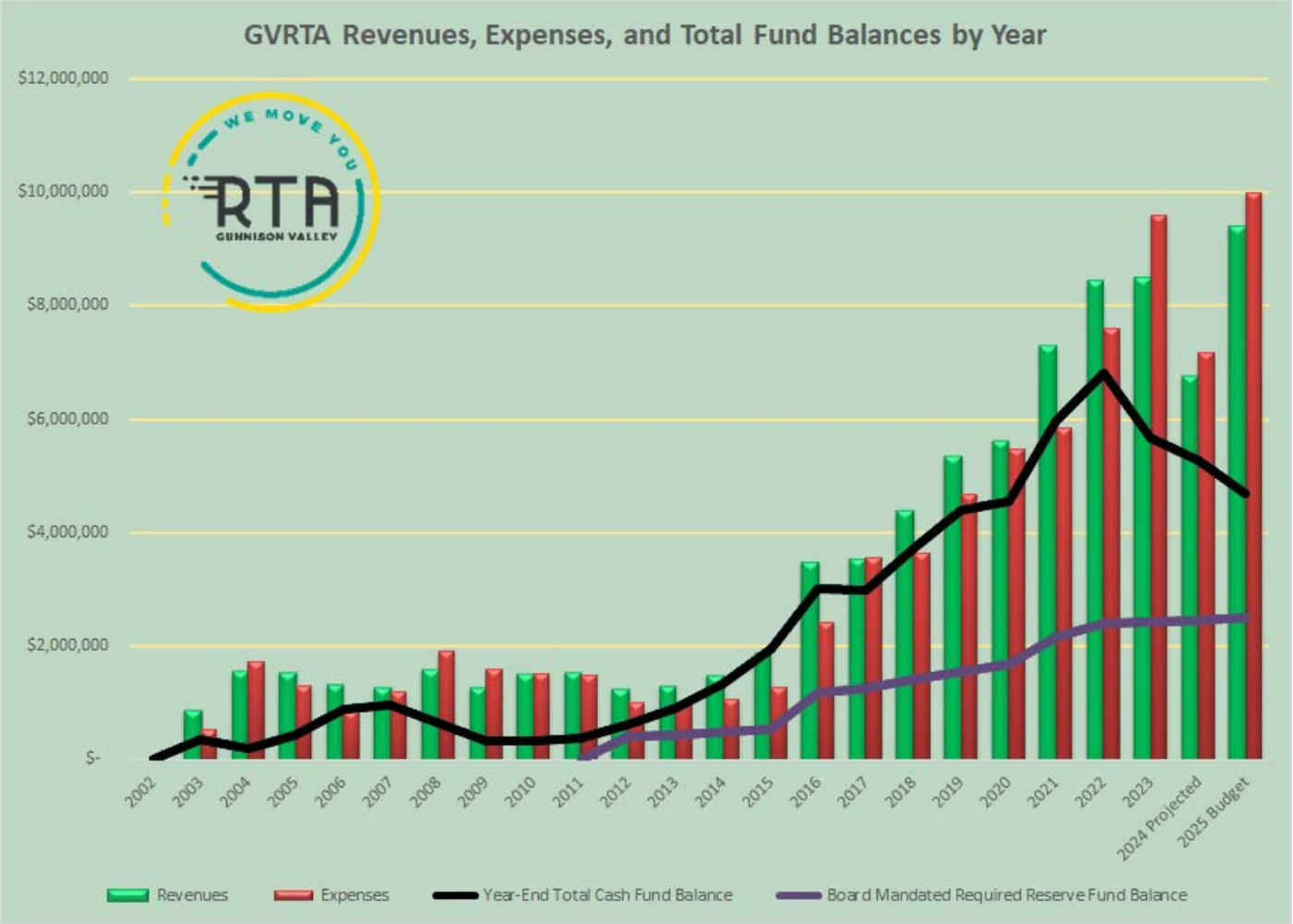
GVRTA Summary of all Funds 2025 Budget Fund Balances	Year End 2023 Actual	Year End 2024 Budget	Year End 2024 Projected	Year End 2025 Budget
Unrestricted General Fund Balance	$ 1,732,918	$ 2,157,714	$ 2,209,167	$ 2,240,991
Capital Reserve Fund Balance	$ 1,313,636	$ 1,551,663	$ 727,970	$ 68,578
Air Command Fund Balance	$ 2,200,398	$ 1,980,511	$ 1,980,944	$ 1,992,738
Senior Transportation Fund Balance	$ 437,390	$ 349,262	$ 356,611	$ 382,611
Total Fund Balance	**$ 5,684,342**	**$ 6,039,150**	**$ 5,274,692**	**$ 4,684,918**

Gunnison Valley Transportation Authority 2025 Budget





*For planning purposes only. Estimated values/costs of actual assets - Not accounting booked values.



Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,227	$ 10,760,257
Improvements to CB South Bus Stop	2024	$ 120,000	$ 10,880,257
Gunnison Transit Center	2025	$ 1,810,167	$ 12,690,424

Gunnison Valley RTA – Five Year Financial Plan – for adoption by the Board of Directors on November 15, 2024

This Five-Year Financial Plan is intended to assist the Gunnison Valley RTA (GVRTA) Board of Directors and the community to ensure that we allocate our constrained resources to provide services and results that are in line with the community's expectations while achieving long-term financial balance and accountability. This Five-Year Financial plan can assist by providing a tool for evaluating the fiscal implications of policy decisions and a process for publicly deliberating and making future budget choices.

By using this plan in budget development, we will better understand and communicate the GVRTA's financial challenges and opportunities, better understand the trade-offs necessary to achieve financial balance, and assist in making financially sustainable decisions during the budget process.

The GVRTA is in a sound financial position. Sales tax revenue collections continue to be sustainable and we have received numerous grants for capital, transit operations and air service. Fund balances are at levels which can help to sustain the GVRTA in case of an economic downturn and we have been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

The plan on the next pages includes notes for revenues and for each fund. These notes include assumptions about the economy and the plan may need to be adjusted if revenue projections are not met.

The General Fund includes sustaining bus service at 2024-25 levels over the entire period. If revenues exceed projections, it is anticipated that these excess funds would flow to the general fund and that bus service schedules could be further increased.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and facilities.

The Air Command Fund is planned to maintain a stable fund balance in order to be available to add new air service to the valley when appropriate. The Air Command fund balance is likely to increase beyond planned amounts as programs perform so that maximum payments under MRG contracts are not necessary.

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles as needed in the future.

Sales Tax Revenues:

Gunnison Valley RTA - 2025 Five-Year Financial Plan
For Adoption - November, 2025

Gunnison Valley Transportation Authority 2025 Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Sales Tax Revenues	**$ 5,996,000**	**$ 6,104,650**	**$ 6,289,000**	**$ 6,478,000**	**$ 6,672,000**	**$ 6,872,000**	**$ 7,078,000**
Transfers							
Sales Tax to General Fund	$ 4,313,000	$ 4,721,650	$ 4,593,000	$ 4,519,000	$ 4,599,000	$ 4,685,000	$ 4,876,000
Sales Tax to Capital Reserve Fund	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 600,000	$ 700,000	$ 700,000
Sales Tax to Air Command Fund	$ 750,000	$ 450,000	$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Sales Tax to Senior Transportation Fund	$ 433,000	$ 433,000	$ 446,000	$ 459,000	$ 473,000	$ 487,000	$ 502,000
Total Transfers	**$ 5,996,000**	**$ 6,104,650**	**$ 6,289,000**	**$ 6,478,000**	**$ 6,672,000**	**$ 6,872,000**	**$ 7,078,000**

Notes on sales tax revenues and transfers:

- Sales tax is projected to increase 3% per year
- Transfers to the Capital Reserve Fund are set at $500,000 per year and increase as needed to provide local match for bus grants
- Transfers to the Air Command Fund are set at $1,000,000 per year starting in 2026
- Transfers to the Senior Transportation Fund set at $459,000 in 2026 and increased by 3% per year
- Transfers to the General Fund are the remainder of sales tax revenues after other transfers

GVRTA - General Fund 2025 Five-Year Financial Plan		2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning General Fund Balance		**$ 1,924,030**	**$ 1,732,918**	**$ 2,209,167**	**$ 2,240,991**	**$ 2,080,303**	**$ 1,842,403**	**$ 1,533,603**
Revenues:								
	Sales Tax Revenues	$ 4,313,000	$ 4,721,650	$ 4,593,000	$ 4,519,000	$ 4,599,000	$ 4,685,000	$ 4,876,000
	Sales Tax - Clerk	$ 36,000	$ 48,000	$ 37,000	$ 38,000	$ 39,000	$ 40,000	$ 41,000
	Interest Charges	$ 2,700	$ (600)	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Other Fines	$ 16,000	$ (2,300)	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Rental Income	$ 97,000	$ 105,000	$ 97,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
	Earnings on Investments	$ 60,000	$ 140,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000
5311 A & O	FTA 5311 & CRRSAA Admin. & Operating Grant	$ 359,512	$ 359,512	$ 367,000	$ 378,000	$ 389,300	$ 401,000	$ 413,000
Total Revenues		**$ 4,884,212**	**$ 5,371,262**	**$ 5,176,000**	**$ 5,117,000**	**$ 5,209,300**	**$ 5,308,000**	**$ 5,512,000**
Expenditures:								
	Postage	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Building Repair and Maintenance	$ 40,000	$ 40,000	$ 30,000	$ 32,000	$ 34,000	$ 36,000	$ 38,000
	Travel - Transportation	$ 8,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Travel - Meals	$ 6,000	$ 4,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
	Travel - Lodging	$ 6,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
	Legal Services	$ 8,000	$ 10,000	$ 8,000	$ 8,400	$ 8,800	$ 9,000	$ 9,000
	Contracted Temporary Help - Marcy & RAE	$ 92,000	$ 100,000	$ 58,000	$ 8,000	$ 8,000	$ 8,000	$ 8,000
	Contract Svcs - Morrison, Bus Ops Mgr, Swiftly, Bus Stops, e	$ 67,000	$ 71,000	$ 160,000	$ 168,000	$ 176,000	$ 185,000	$ 194,000
	Management Services	$ 97,344	$ 97,344	$ 101,238	$ 106,300	$ 110,600	$ 115,000	$ 120,800
	Meetings - Registrations	$ 2,000	$ 1,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	State Fees	$ 31,000	$ 28,000	$ 30,000	$ 31,000	$ 32,000	$ 33,000	$ 34,000
	Treasurer's Fees	$ 75,000	$ 63,000	$ 77,000	$ 79,000	$ 81,000	$ 83,000	$ 85,000
	Late Night Taxi and Bustang Services	$ 38,000	$ 37,895	$ 100,000	$ 138,000	$ 142,000	$ 146,000	$ 150,000
	Advertising, Notices, Public Outreach & Website	$ 15,000	$ 10,000	$ 18,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000
	Dues & Memberships (CASTA & POAs)	$ 23,000	$ 24,000	$ 25,000	$ 25,800	$ 26,600	$ 27,400	$ 28,200
	Auditing	$ 9,000	$ 12,590	$ 13,500	$ 7,000	$ 10,000	$ 10,000	$ 10,000
	Insurance & Bonds	$ 20,420	$ 20,420	$ 22,000	$ 25,000	$ 28,000	$ 29,000	$ 30,000
	Utilites	$ 10,000	$ 6,000	$ 10,000	$ 10,300	$ 10,600	$ 10,900	$ 11,200
	Investment Commissions/Fees	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 13,220	$ 13,220	$ 14,000	$ 14,400	$ 14,800	$ 15,200	$ 15,700
5311 - A	Management Services	$ 97,344	$ 97,344	$ 101,238	$ 105,288	$ 110,600	$ 116,100	$ 121,900
5311 - O	Diesel Fuel	$ 133,000	$ 103,000	$ 120,000	$ 124,000	$ 128,000	$ 132,000	$ 136,000
5311 - O	CNG Fuel	$ 400,000	$ 375,000	$ 400,000	$ 412,000	$ 424,000	$ 437,000	$ 450,000
5311 - O	Repair & Maintenance - Vehicles	$ 605,000	$ 670,000	$ 640,000	$ 659,000	$ 679,000	$ 699,000	$ 720,000
5311 - O	Purchased Transportation Services	$ 2,850,000	$ 3,100,000	$ 3,200,000	$ 3,296,000	$ 3,395,000	$ 3,497,000	$ 3,602,000
5311 A&O	*Subtotal of 5311 Grant Activities*	*$ 4,085,344*	*$ 4,345,344*	*$ 4,461,238*	*$ 4,596,288*	*$ 4,736,600*	*$ 4,881,100*	*$ 5,029,900*
Total Expenditures		**$ 4,650,528**	**$ 4,895,013**	**$ 5,144,176**	**$ 5,277,688**	**$ 5,447,200**	**$ 5,616,800**	**$ 5,792,000**
Ending General Fund Balance		**$ 2,157,714**	**$ 2,209,167**	**$ 2,240,991**	**$ 2,080,303**	**$ 1,842,403**	**$ 1,533,603**	**$ 1,253,603**

Notes on the General Fund:

Sales tax equals total sales tax revenues less transfers to other funds
5311 A&O grant is projected to grow slightly over the period
5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
Bus service is planned at 41 round-trips in the winter and 33 in the spring, summer, and fall throughout the time period
- service levels could change based upon revenues
Contract with Alpine Express increases based upon CPI and is projected at 3% per year
Fuel costs increase at 3% per year
Other items are either flat or increase nominally

GVRTA Capital Reserve Fund **2025 Five-Year Financial Plan**	**2024 Budget**	**2024 Projected**	**2025 Budget**	**2026 Planned**	**2027 Planned**	**2028 Planned**	**2029 Planned**
Beginning Fund Balance	**$ 1,176,663**	**$ 1,313,636**	**$ 727,970**	**$ 68,578**	**$ 110,502**	**$ 341,683**	**$ 161,801**
Revenues:							
State and Federal Capital Grants	$ -	$ -	$ 2,516,108	$ 1,426,924	$ 1,469,732	$ 1,513,824	$ 1,559,238
Refund on Expenditures	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sales Tax Revenues	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 600,000	$ 700,000	$ 700,000
Capital Fund Revenues	**$ 500,000**	**$ 500,000**	**$ 3,016,108**	**$ 1,926,924**	**$ 2,069,732**	**$ 2,213,824**	**$ 2,259,238**
Expenditures:							
Bus Purchases	$ -	$ -	$ 2,675,500	$ 1,785,000	$ 1,838,550	$ 1,893,707	$ 1,950,518
Facility Purchases / Design / Construction	$ -	$ 110,043	$ 1,000,000	$ -	$ -	$ -	$ -
Housing / Land Purchase	$ -	$ 812,623	$ -	$ -	$ -	$ -	$ -
Capital Improvements	$ 125,000	$ 163,000	$ -	$ 100,000	$ -	$ 500,000	$ 150,000
Capital Fund Expenditures	**$ 125,000**	**$ 1,085,666**	**$ 3,675,500**	**$ 1,885,000**	**$ 1,838,550**	**$ 2,393,707**	**$ 2,100,518**
Ending Fund Balance	**$ 1,551,663**	**$ 727,970**	**$ 68,578**	**$ 110,502**	**$ 341,683**	**$ 161,801**	**$ 320,521**

Notes on the Capital Reserve Fund:

Transfers to the Capital Reserve Fund are set at $500,000 per year and increase as needed to provide local match for bus grants
Improvements include:

2024 - Improvements at current CB South bus stop	$ 120,000	
2024 - Replace Mocha's, Western, and Gunnison Schools Bus Stop Shelters	$ 41,227	
2024 - Purchase Safeway Lot for enhanced Gunnison bus stop	$ 810,167	
2025 - Purchase new bus with local funds	$ 891,833	
2025 - Purchase of two buses with Section 5339 Grant (already awarded)	$ 1,783,667	(Delivery may get delayed until 2026)
2025 - Contruction of enhanced Gunnison Bus stop at Safeway Lot w/ state grant	$ 1,000,000	(Completion may occur in 2026)
2026 - Purchase two buses - with Section 5339 grant award (already awarded)	$ 1,785,000	
2026 - Upgrade Rec Center and Virginia bus stops	$ 100,000	
2027 - Purchase two buses - dependent upon receiving a grant award of	$ 1,469,732	
2028 - Construction of Park & Ride - Brush Creek	$ 500,000	
2028 - Purchase two buses - dependent upon receiving a grant award of	$ 1,513,824	
2029 - Construction of additional flag bus stop at POA in CB South	$ 150,000	
2029 - Purchase two buses - dependent upon receiving a grant award of	$ 1,559,238	

GVRTA Air Command Fund 2025 Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 2,199,465**	**$ 2,200,398**	**$ 1,980,944**	**$ 1,992,738**	**$ 1,981,738**	**$ 1,966,738**	**$ 1,946,738**
Revenues:							
Sales Tax Revenues	$ 750,000	$ 450,000	$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
SCASD Grant ($600k received by county spread over 2025-26)	$ -	$ -	$ -	$ -			
RTA Air Command Fund Revenues	**$ 750,000**	**$ 450,000**	**$ 750,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**
Expenditures:							
Airline Guarantees - Winter	$ 521,954	$ 521,954	$ 582,206	$ 550,000	$ 550,000	$ 550,000	$ 550,000
Professional Services - Airplanners & RRC	$ 102,000	$ 99,500	$ 106,000	$ 111,000	$ 115,000	$ 120,000	$ 125,000
Contract with Airport for Airline Mechanic	$ 45,000	$ 48,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Airline Guarantees - Summer (50% by county in 2026, & 27)	$ 300,000	$ -	$ -	$ 300,000	$ 300,000	$ 300,000	$ 300,000
RTA Air Command Fund Expenditures	**$ 968,954**	**$ 669,454**	**$ 738,206**	**$ 1,011,000**	**$ 1,015,000**	**$ 1,020,000**	**$ 1,025,000**
Ending Fund Balance	**$ 1,980,511**	**$ 1,980,944**	**$ 1,992,738**	**$ 1,981,738**	**$ 1,966,738**	**$ 1,946,738**	**$ 1,921,738**

Notes on the Air Command Fund:

- Transfers to the Air Command Fund are set at $1,000,000 per year starting in 2026
- Winter MRG expenditures are set at $550,000 each year
- Summer MRG expenditures for new Dallas service are set at $600,000 each year for the first two years and then $300,000 per year thereafter
- The Air Command Fund Balance is likely to increase beyond projections (assuming full MRG payments are not necessary)
- Increased Fund Balances can be used to expand to other markets in the future
- The Air Command will continue to make recommendations regarding future contracts
- The Air Command fund is very difficult to plan out this far

GVRTA Senior Transportation Fund 2025 Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 436,262**	**$ 437,390**	**$ 356,611**	**$ 382,611**	**$ 400,611**	**$ 410,611**	**$ 271,611**
Revenues:							
Sales Tax Revenues	$ 433,000	$ 433,000	$ 446,000	$ 459,000	$ 473,000	$ 487,000	$ 502,000
Senior Transportation Fund Revenues	**$ 433,000**	**$ 433,000**	**$ 446,000**	**$ 459,000**	**$ 473,000**	**$ 487,000**	**$ 502,000**
Expenditures:							
Capital Expenses	$ 120,000	$ 113,779	$ -	$ -	$ -	$ 140,000	$ -
Contracted Services	$ 400,000	$ 400,000	$ 420,000	$ 441,000	$ 463,000	$ 486,000	$ 510,000
Senior Transportation Fund Expenditures	**$ 520,000**	**$ 513,779**	**$ 420,000**	**$ 441,000**	**$ 463,000**	**$ 626,000**	**$ 510,000**
Ending Fund Balance	**$ 349,262**	**$ 356,611**	**$ 382,611**	**$ 400,611**	**$ 410,611**	**$ 271,611**	**$ 263,611**

Notes on the Senior Transportation Fund:

- Transfers to the Senior Transportation Fund set at $459,000 in 2026 and increased by 3% per year
- Contracted expenses increase by 3% per year
- Capital expense includes Gunnison bus/van purchases in 2024 and 2028

RTA Total Revenues and Expenditures 2025 Five-Year Financial Plan	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
Beginning Fund Balance	**$ 5,736,420**	**$ 5,684,342**	**$ 5,274,692**	**$ 4,684,918**	**$ 4,573,154**	**$ 4,561,436**	**$ 3,913,753**
Revenues:	$ 6,567,212	$ 6,754,262	$ 9,388,108	$ 8,502,924	$ 8,752,032	$ 9,008,824	$ 9,273,238
Expenditures:	$ 6,264,482	$ 7,163,912	$ 9,977,882	$ 8,614,688	$ 8,763,750	$ 9,656,507	$ 9,427,518
Ending Fund Balance	**$ 6,039,150**	**$ 5,274,692**	**$ 4,684,918**	**$ 4,573,154**	**$ 4,561,436**	**$ 3,913,753**	**$ 3,759,474**

RTA Summary of all Funds 2025 Five-Year Financial Plan Fund Balances - Year End	2024 Budget	2024 Projected	2025 Budget	2026 Planned	2027 Planned	2028 Planned	2029 Planned
General Fund Balance	$ 2,157,714	$ 2,209,167	$ 2,240,991	$ 2,080,303	$ 1,842,403	$ 1,533,603	$ 1,253,603
Capital Reserve Fund Balance	$ 1,551,663	$ 727,970	$ 68,578	$ 110,502	$ 341,683	$ 161,801	$ 320,521
Air Command Fund Balance	$ 1,980,511	$ 1,980,944	$ 1,992,738	$ 1,981,738	$ 1,966,738	$ 1,946,738	$ 1,921,738
Senior Transportation Fund Balance	$ 349,262	$ 356,611	$ 382,611	$ 400,611	$ 410,611	$ 271,611	$ 263,611
Total Fund Balance	**$ 6,039,150**	**$ 5,274,692**	**$ 4,684,918**	**$ 4,573,154**	**$ 4,561,436**	**$ 3,913,753**	**$ 3,759,474**

Notes on fund balances:

The Senior Transportation Fund must be kept whole

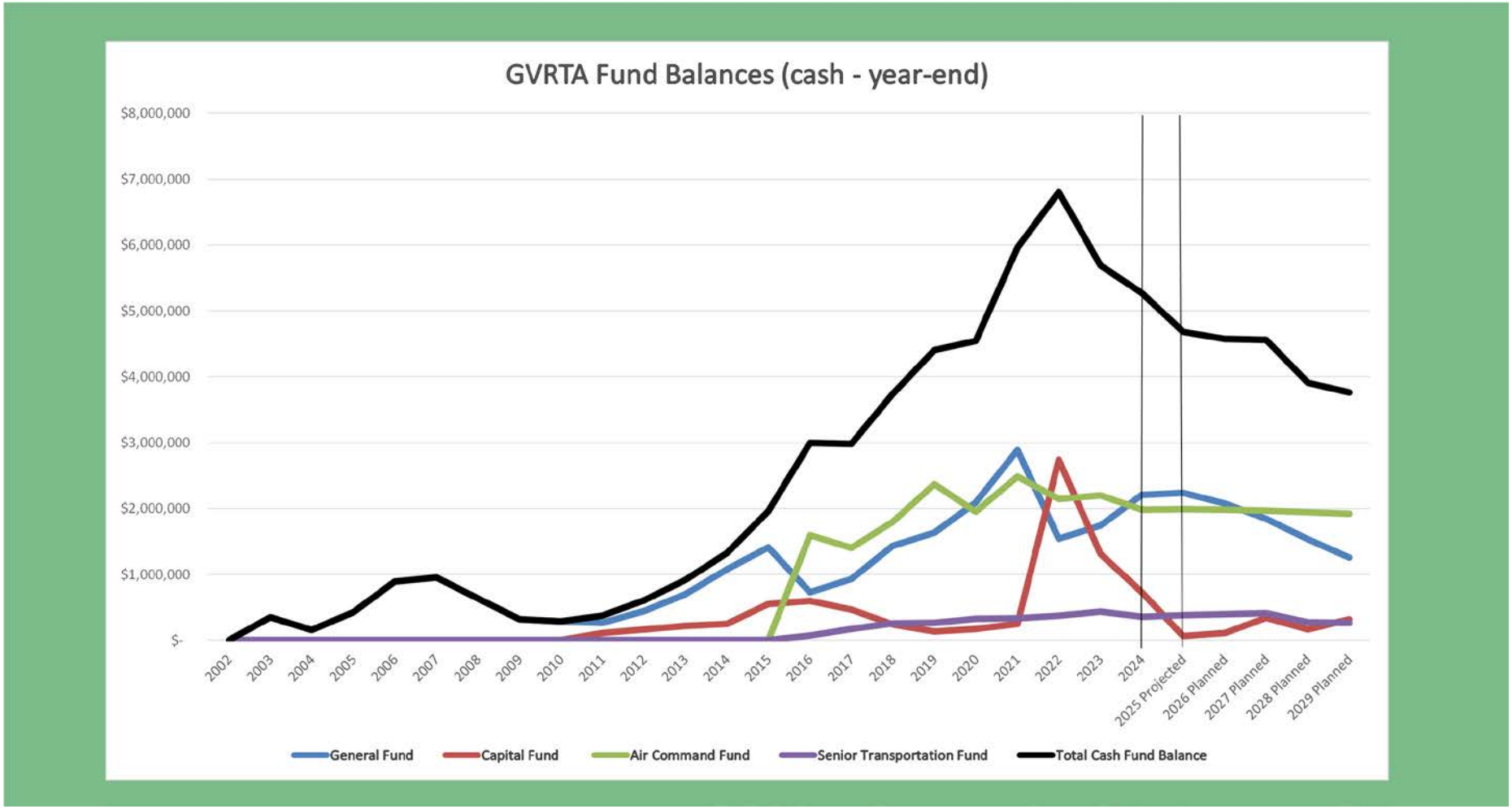
- Additional funds may be allocated to the Senior Transportation Fund, but transfers out of the Senior Transportation Fund are not allowed per the ballot language

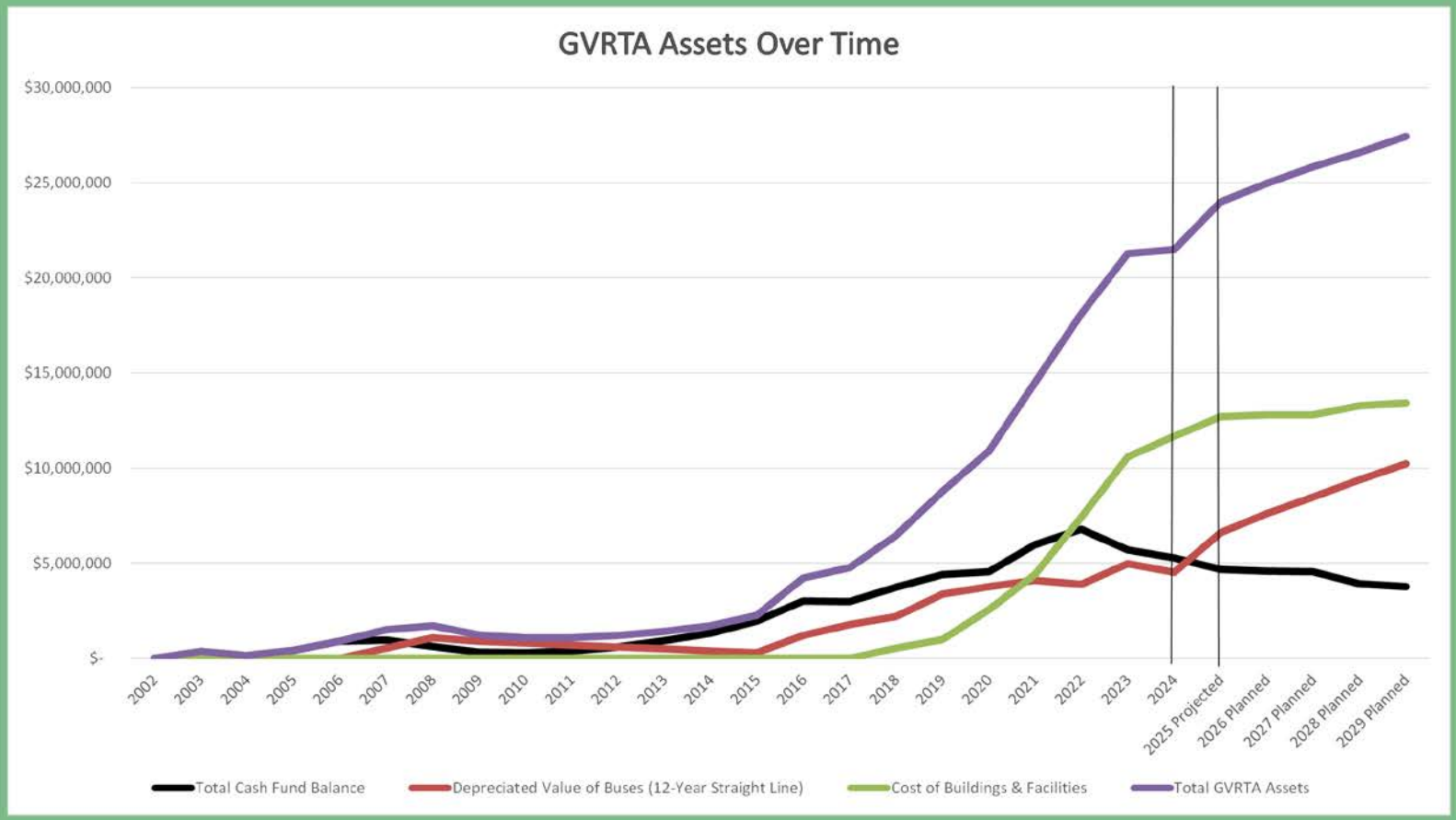
The Board of Directors may transfer funds between the other funds

The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

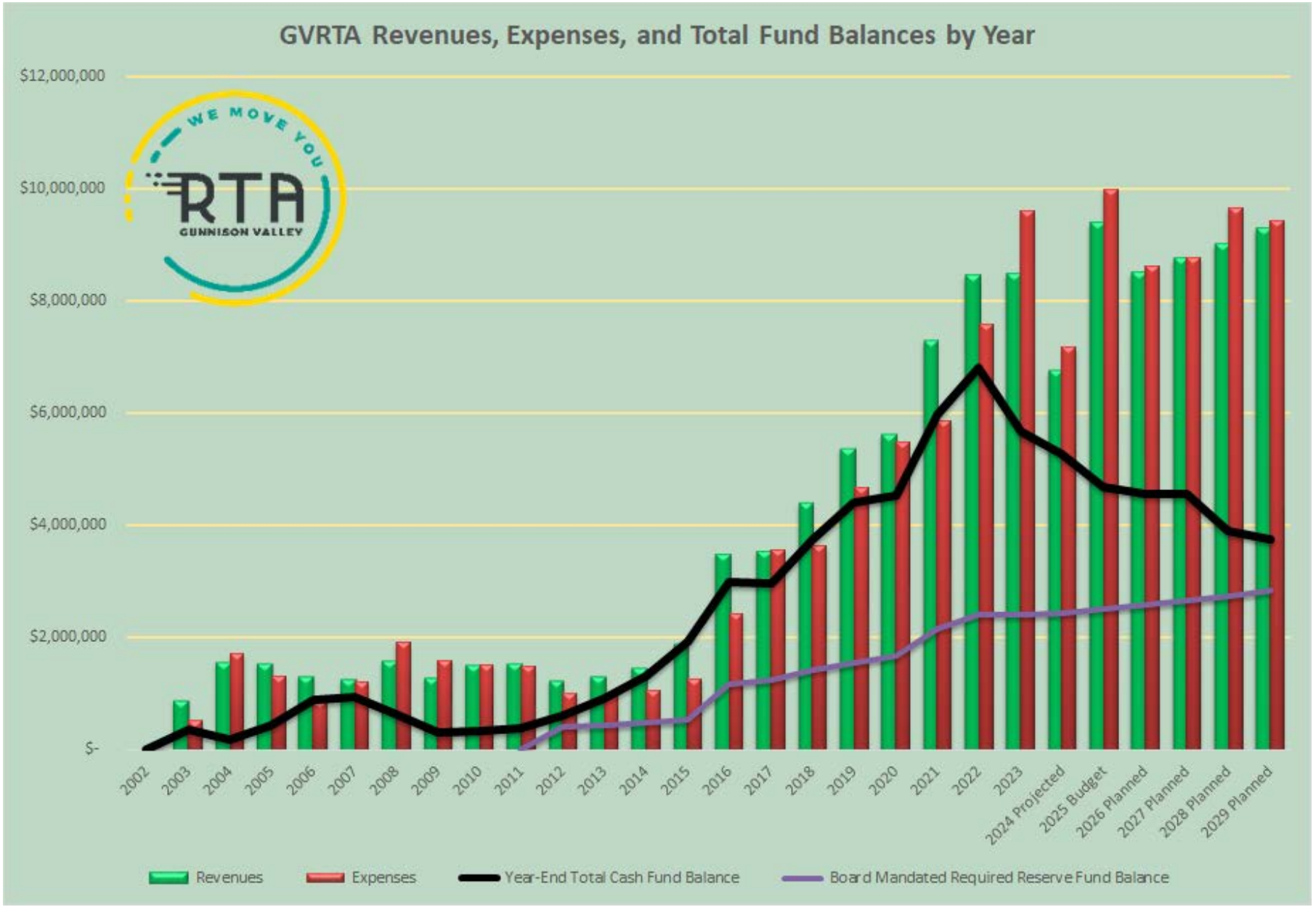
Projected sales tax revenue in 2025 requires that we maintain a total unrestricted fund balance of $ 2,515,600

Total unrestricted fund balance at end of 2025 is budgeted to be: $ 4,302,307


GVRTA Fund Balances (cash - year-end)
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025 Projected
2026 Planned
2027 Planned
2028 Planned
2029 Planned
General Fund
Capital Fund
Air Command Fund
Senior Transportation Fund
Total Cash Fund Balance



*For planning purposes only. Estimated value based on cost of assets - Not accounting booked values.


GVRTA Revenues, Expenses, and Total Fund Balances by Year
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024 Projected
2025 Budget
2026 Planned
2027 Planned
2028 Planned
2029 Planned
Revenues
Expenses
Year-End Total Cash Fund Balance
Board Mandated Required Reserve Fund Balance

Actual, Projected and Planned Costs of Buildings and Facilities

Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,227	$ 10,760,257
Improvements to CB South Bus Stop	2024	$ 120,000	$ 10,880,257
Gunnison Transit Center	2025	$ 1,810,167	$ 12,690,424
nprovements to Virg. & Rec Ctr Stops	2026	$ 100,000	$ 12,790,424
Brush Creek Park and Ride	2028	$ 500,000	$ 13,290,424
CB South POA Bus Stop	2029	$ 150,000	$ 13,440,424

Projected and Planned Depreciated Value of Bus Fleet

	Model Year	2017	2017	2017	2019	2019	2019	2020	2021	2023	2023	2025
Bus Values	Total	504	505	506	503	502	501	500	507	508	509	510
2023	$ 4,972,261	$ 266,391	$ 260,514	$ 347,579	$ 409,441	$ 476,623	$ 476,623	$ 563,377	$ 629,112	$ 771,300	$ 771,300	
2024	$ 4,523,357	$ 221,992	$ 217,095	$ 289,649	$ 350,950	$ 417,045	$ 417,045	$ 500,780	$ 566,201	$ 771,300	$ 771,300	
2025 Projected	$ 6,621,302	$ 177,594	$ 173,676	$ 231,719	$ 292,458	$ 357,467	$ 357,467	$ 438,182	$ 503,289	$ 706,925	$ 707,025	$ 891,833
2026 Planned	$ 7,603,748	$ 133,195	$ 130,257	$ 173,789	$ 233,966	$ 297,889	$ 297,889	$ 375,585	$ 440,378	$ 642,550	$ 642,750	$ 816,833
2027 Planned	$ 8,481,412	$ 88,796	$ 86,838	$ 115,859	$ 175,475	$ 238,311	$ 238,311	$ 312,987	$ 377,467	$ 578,175	$ 578,475	$ 741,833
2028 Planned	$ 9,371,296	$ -	$ 43,419	$ 57,929	$ 116,983	$ 178,733	$ 178,733	$ 250,390	$ 314,556	$ 513,800	$ 514,200	$ 666,833
2029 Planned	$ 10,239,811	$ -	$ -	$ -	$ 58,491	$ 119,156	$ 119,156	$ 187,792	$ 251,644	$ 449,425	$ 449,925	$ 591,833

2025	2025	2026	2026	2027	2027	2028	2028	2029	2029
511	512	513	514	515	516	517	518	519	520
$ 891,833	$ 891,833								
$ 816,833	$ 816,833	$ 892,500	$ 892,500						
$ 741,833	$ 741,833	$ 813,334	$ 813,334	$ 919,275	$ 919,275				
$ 666,833	$ 666,833	$ 734,168	$ 734,168	$ 835,942	$ 831,775	$ 1,033,000	$ 1,033,000		
$ 591,833	$ 591,833	$ 655,002	$ 655,002	$ 752,609	$ 744,275	$ 946,917	$ 946,917	$ 1,064,000	$ 1,064,000

Proposed 2025 GVRTA Board of Directors Meeting Dates:

Meeting Dates - Gunnison Valley RTA Board of Directors		
January 10, 2025	8:00 AM	Crested Butte Town Offices - Council Room
February 21, 2025	8:00 AM	Gunnison County Courthouse - Commisioners' Room
March 28, 2025	8:00 AM	Crested Butte Town Offices - Council Room
May 9, 2025	8:00 AM	Gunnison County Courthouse - Commisioners' Room
June 27, 2025	8:00 AM	Crested Butte Town Offices - Council Room
August 8, 2025	8:00 AM	Gunnison County Courthouse - Commisioners' Room
September 26, 2025	8:00 AM	Crested Butte Town Offices - Council Room
November 7, 2025	8:00 AM	Gunnison County Courthouse - Commisioners' Room
December 12, 2025	8:00 AM	Crested Butte Town Offices - Council Room

AGREEMENT

THIS AGREEMENT (this Agreement) made effective _____, 2024 is by and between the Gunnison Valley Transportation Authority (GVRTA), Gunnison, Colorado, and _____ a Colorado Limited Liability Company (XXXXX).

RECITALS

XXXXX provides the services of AAAA (the Services); The GVRTA desires to engage XXXXX to provide the Services according to this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

TERM.

The term of this Agreement shall commence on the date first set forth above and shall terminate on December 31, 2026, unless sooner terminated as provided herein.

SCOPE OF SERVICES.

XXXXX shall provide to the GVRTA the services of AAAA for the purposes of performing the duties of Bus Operations Manager for the GVRTA as described in the attached Position Description (Exhibit A). AAAA shall perform the duties of Bus Operations Manager for the GVRTA solely as directed by the Executive Director of the GVRTA. XXXXX shall also provide office space, telephones, computers, office equipment, and internet access for AAAA's use. All of the above shall be referred to as "services".

COMPENSATION.

(a) AAAA is not, and shall not be construed to be, an employee of GVRTA; at all times while AAAA provides services to GVRTA, she is and shall be an employee of XXXXX.

(b) Neither XXXXX nor AAAA shall be considered to be employees of GVRTA and shall at all times be independent contractors.

(c) In exchange for these Services, the GVRTA shall pay XXXXX $_____ monthly during the first thirteen months of the contract period and $_____ during the second twelve months of the contract period (the Compensation); XXXXX shall invoice the GVRTA for the Compensation by the fifth of each

month during the term of the Agreement and Compensation shall be paid on or before the twenty-fifth day of each month.

(d) The Compensation set forth in (c) above, is intended to fully compensate XXXXX for all of the services including all compensation for AAAA, and all other charges, expenses, overhead, payroll costs, and employee benefits, except as specifically set forth herein.

(e) The GVRTA shall reimburse XXXXX for any travel expenses incurred by AAAA required for their performance as Bus Operations Manager for the GVRTA with the exception of vehicle expenses within Gunnison County, which shall be the expense of XXXXX.

(f) XXXXX will determine and be responsible to pay compensation for AAAA, including any salary, vacation time, health insurance, retirement benefits, workmen's compensation, and other benefits that XXXXX may determine to be appropriate, and pay AAAA accordingly.

INDEMNIFICATION.

(a) XXXXX agrees to indemnify, defend and hold harmless the Gunnison Valley Transportation Authority, Gunnison, Colorado, its partners, officers, directors, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorneys' fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of XXXXX or her employees or sub-consultants.

(b) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

TERM, RENEWAL, AND TERMINATION.

This Agreement shall run for a period of _____ months starting _____, 2024 and ending December 31, 2026. This Agreement may be renewed annually in one-year increments if no action is taken by either party. Renewal of this Agreement is subject to annual budget appropriation by the GVRTA. Either party shall have the right to terminate this Agreement at any time, with or without cause, upon forty-five (45) days prior written notice to the other.

ILLEGAL ALIEN ADDENDUM.

The Illegal Alien Addendum, attached hereto as Exhibit B, is incorporated herein by this reference. XXXXX is the Contractor and GVRTA is the Owner for purposes of the Illegal Alien Addendum.

INSURANCE.

XXXXX agrees that at all times during the term of this agreement, XXXXX shall cause AAAA to carry and maintain in full force and effect and at AAAA's sole cost and expense, comprehensive automobile liability insurance on all vehicles used in the performance of this agreement in the amount of $100,000.00 per person and $300,000.00 per occurrence for bodily injury and property damage.

NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

If to XXXXX:
XXXXX, LLC
c/o AAAA AAAA
_____
_____, CO 8____

If to GVRTA:
Scott Truex
Gunnison Valley Transportation Authority
P.O. Box 1911
Crested Butte, CO 81224

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

ENTIRE AGREEMENT.

This written Agreement contains the entire understanding of the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder. This Agreement shall not be modified or amended in any manner except by written instrument executed by the parties.

APPLICABLE LAW.

This Agreement is entered into at Gunnison County, Colorado, and it is agreed that the proper jurisdiction and venue of any action pertaining to the interpretation of enforcement of this Agreement shall be in the District Court of Gunnison County, Colorado.

INVALIDITY OR INAPPLICABILITY.

If any term, provision or paragraph of this Agreement, or the application thereof, be invalid or unenforceable, the remainder of the Agreement or the application of such terms, provisions and paragraphs other than that which is held to be invalid or unenforceable, shall not be effected thereby and each of the remaining terms, provisions and paragraphs of the Agreement shall be valid and enforceable to the extent permitted by law.

BINDING AGREEMENT.

This Agreement and the terms, covenants and conditions herein contained shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto upon approval of the parties, representatively.

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

XXXXX, LLC

_____ By:_____
Date AAAA AAAA
Managing Member

GUNNISON VALLEY
TRANSPORTATION
AUTHORITY

_____ By:_____
Date
Chair of the Board of Directors

Exhibit A: Scope of Work
– GVRTA Bus Operations Manager –

SUMMARY:

This contractor reports to the Executive Director and provides a variety of technical expertise and professional assistance in overseeing GVRTA Commuter Bus and Senior Transportation contractors' day-to-day operations and planning for GVRTA future services and presents technical transit information to the Executive Director and Board of Directors to assist in policy and plan development for the transportation systems.

SCOPE OF WORK:

Responsible for oversight of contractors/vendors providing day-to-day operations for GVRTA commuter bus services and senior transportation services, including:

- Monitoring vendor compliance with contract provisions
- Generally overseeing all day-to-day aspects of contracted commuter bus and senior transportation services
- Monitoring Swiftly GPS tracking and ensuring correct bus assignments
- Communicating with vendor's supervisors and correcting errors in bus assignments in the Swiftly dashboard during weather, traffic, mechanical, and other abnormal events
- Monitoring service alerts
- Investigating and responding to customer complaints
- Responding to lost and found requests and other customer input
- Assisting in the provision of accurate information relative to GVRTA services to the general public
- Responding to requests for information
    - Assisting the inquirers when possible
    - Referring to Executive Director, contractor, or other appropriate party
- Inspecting GVRTA-owned housing units between tenants, inspecting vacant units monthly, and inspecting all units annually
- Working with vendors to ensure GVRTA facilities, housing units and bus stops are properly maintained
- Performing minor maintenance on GVRTA assets and facilities (not including vehicles)
- Working with vendors to generate required reports
- Observes and participates in GVRTA Board of Directors meetings
- Observes and participates in other local jurisdictional meetings as requested

- Attends workshops, CASTA conferences, and other meetings as requested to increase current knowledge on planning or transit theories and trends

Assists the Executive Director in the following areas:

- Month-to-month budget tracking of bus operations and capital expenses
- Reviewing contractor/vendor invoices
- Reviewing and creating monthly reports
- Management and oversight of contractors providing maintenance services to GVRTA properties, vehicles, and facilities
- Recommending improvements to commuter bus and senior transportation operations
- Maintaining an accurate inventory of commuter bus and senior transportation ridership, on-time statistics, trip completion percentages, complaints, vehicles, capital inventories, etc.
- Managing GVRTA capital projects including construction projects
- Soliciting quotes and bids from contractors for maintenance of GVRTA facilities
- Procurement of GVRTA assets and services
- Preparing of presentations, agendas, and meeting materials
- Completing special tasks, projects and other duties as requested

REQUIREMENTS:

- Oral and written communications must be clear and effective.
- Provides office space, telephones, computers, office equipment, and internet access necessary to provide these functions.
- Is a contractor and not a GVRTA employee.
- Invoices GVRTA monthly per contract.

Exhibit B: Illegal Alien Addendum

ILLEGAL ALIEN ADDENDUM REQUIRED IN ALL PUBLIC CONTRACTS FOR SERVICES BY C.R.S. §8-17.5-101, ET. SEQ.

a. By its signature on this Agreement, Contractor certifies that, as of the time of its signature, it does not knowingly employ or contract with an illegal alien and that, in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States, the Contractor has participated or attempted to participate in the E-Verify program ("E-Verify Program") created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the United States Department of Homeland Security, and the Social Security Administration or the Department Program (Department Program) established pursuant to §8-17.5-102(5)(c), C.R.S.

b. Contractor agrees that it shall not knowingly employ or contract with an illegal alien to perform work under this Agreement; and that it shall not enter into a contract with a subcontractor that fails to certify to the contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

c. Contractor has confirmed or attempted to confirm through participation in the E-Verify or Department Program the employment eligibility of all employees who are newly hired for employment in the United States.

d. Contractor shall not use E-Verify or Department Program procedures to undertake preemployment screening of job applicants while work under this Agreement is being performed.

e. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, the Contractor shall: (1) notify the subcontractor and the Owner within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and (2) terminate the subcontract with the subcontractor if, within three days of receiving the notice required herein, the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

f. The Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Section 8-17.5-101(5).

g. If Contractor violates a provision of this Illegal Alien Addendum, the Owner may terminate this Agreement for breach of contract. If the Agreement is so terminated, the Contractor shall be liable for actual and consequential damages to the Owner. Contractor understands that, in the event of such a termination, Owner is required to notify the office of the Colorado Secretary of State.

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, THE BOARD OF TRUSTEES OF GUNNISON VALLEY HOSPITAL, AND THE REGIONAL TRANSPORTATION AUTHORITY REGARDING SENIOR TRANSPORTATION

THIS MEMORANDOM OF AGREEMENT ("Agreement") made effective the ___ day of December, 2024, by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein "Gunnison County") and the Board of Trustees of Gunnison Valley Hospital, on behalf of the Gunnison Valley Health Senior Care Center ("Senior Care Center") and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein "RTA").

RECITALS

Senior Care Center provides professional services regarding transportation of seniors ("Services").

RTA desires to engage the Services provided by Senior Care Center. Gunnison County provides fiscal agent services for the RTA.

Consistent with Gunnison County's strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which each hereby acknowledges, the parties agree as follows:

1. SERVICES.

Senior Care Center shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Senior Care Center's profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Senior Care Center acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2025 and shall terminate on December 31, 2025 unless sooner terminated or replaced as provided herein.

3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Senior Care Center performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Senior Care Center Senior Care Center fees as more specifically not to exceed Three Hundred Fifteeen Thousand Dollars and No/100 U. S. Dollars ($315,000.00). Payment shall be made by Gunnison County to Senior Care Center within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Senior Care Center for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

4. INSURANCE.

Senior Care Center agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Senior Care Center shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Senior Care Center will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Senior Care Center shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Senior Care Center during the term of this Agreement.

b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred

Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for any injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Senior Care Center's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Senior Care Center. Senior Care Center shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County or the RTA, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Senior Care Center's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent contractors, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Senior Care Center. Senior Care Center shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain the required coverages. Senior Care Center agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Senior Care Center to the County or the RTA under this Agreement. The Senior Care Center shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Senior Care Center is acting as an independent Senior Care Center and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Senior Care Center does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

Senior Care Center acknowledges and agrees that Senior Care Center is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or the RTA. Further, Senior Care Center is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Senior Care Center irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of Senior Care Center or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Senior Care Center or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Senior Care Center expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Senior Care Center will provide the County and the RTA reasonably prompt notice of the relevant claim. Senior Care Center will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Senior Care Center but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender

the defense and settlement of any action or proceeding covered by this Section to Senior Care Center or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Senior Care Center agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Senior Care Center shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Senior Care Center shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Senior Care Center represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be exclude from participation in, or denied benefits of the service, programs, or activities performed by the Senior Care Center, or be subjected to any discrimination by the Senior Care Center upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

d. LEGAL AUTHORITY. Senior Care Center represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Senior Care Center represents and warrants that he has been fully authorized by Senior Care Center to execute the Agreement on behalf of Senior Care Center and to validly and legally bind Senior Care Center to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Senior Care Center or the person signing the Agreement to enter into the Agreement.

e. NO CONSTRUCTION AGAINST DRAFTING PARTY. The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.

f. ORDER OF PRECEDENCE. In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.

g. SURVIVAL OF CERTAIN PROVISIONS. The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Senior Care Center's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.

h. INUREMENT. The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.

i. TIME IS OF THE ESSENCE. The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.

j. PARAGRAPH HEADINGS. The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

10. <u>DELEGATION AND ASSIGNMENT.</u>

Senior Care Center shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA

may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Senior Care Center shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Senior Care Center agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

13. WARRANTIES.

Senior Care Center represents and warrants to the County and the RTA as follows:

a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.

b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.

c. Senior Care Center has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.

d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Senior Care Center's ability to perform its obligations under this Agreement.

e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.

f. Senior Care Center has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Senior Care Center receives in connection with any of

the Services provided to County and the RTA. To the extent that Senior Care Center is not permitted to assign any warranties or indemnities to the County and the RTA, Senior Care Center agrees to specifically identify and enforce those warranties and indemnities on behalf of County and the RTA to the extent Senior Care Center is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or the Senior Care Center receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Senior Care Center has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Senior Care Center shall not employ any person having such known interests. The Senior Care Center shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Senior Care Center represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Senior Care Center by placing the Senior Care Center's own interests, or the interests of any party with whom the Senior Care Center has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Senior Care Center written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the

control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack, natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation; PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison County: County Manager
Gunnison County
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
of the County of Gunnison, Colorado
200 E. Virginia
Gunnison, Colorado 81230

Scott Truex, Executive Director
Gunnison Valley Rural Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Senior Care Center: Wade Baker, Administrator
Gunnison Valley Health Senior Care Center
1500 W. Tomichi
Gunnison, CO 81230

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which my contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term "electronic transmission" means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County, the RTA and Senior Care Center and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Senior Care Center's or a subcontractor's website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Senior Care Center shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Senior Care Center shall be subject to financial audit by federal, state or county auditors or their designees. Senior Care Center authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Senior Care Center. Senior Care Center shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: _____
Matthew Birnie, County Manager

ATTEST:

_____
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: _____
Board Chair

Board of Trustees of Gunnison Valley Hospital
on behalf of the Gunnison Valley Health Senior Care Center

By: _____
Shandy Kibler, Assistant Administrator

APPENDIX "A"

SCOPE OF SERVICES

Senior Care Center shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside within the identified service area, on a regularly scheduled basis.

- Work with necessary County and RTA staff to ensure all required compliance related to transportation program is met, including:

    - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
    - Maintain required transportation logs.
    - Assist in collection of donated transportation monies.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Senior Care Center in the amount not to exceed $315,000.00 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Senior Care Center.
- Provide personnel to process referrals to the bus service so long as such personnel are available at the County's sole discretion.
- Provide regular and unscheduled maintenance on senior transportation vehicles (in addition to regular reimbursement) so long as parts, equipment, supplies and personnel are available to provide such maintenance at the County's sole discretion.

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, MOUNTAIN EXPRESS, AND THE REGIONAL TRANSPORTATION AUTHORITY REGARDING SENIOR TRANSPORTATION

THIS MEMORANDUM OF AGREEMENT ("Agreement") made effective the ___ day of December, 2024 by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein "Gunnison County") and the Mountain Express, a Transportation System, and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein "RTA").

RECITALS

Mountain Express provides professional services regarding transportation of seniors ("Services").

RTA desires to engage the Services provided by Mountain Express.

Consistent with Gunnison County's strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which each hereby acknowledges, the parties agree as follows:

1. SERVICES.

Mountain Express shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Mountain Express's profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Mountain Express acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2025 and shall terminate on December 31, 2025, unless sooner terminated or replaced as provided herein.

3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Mountain Express's performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Mountain Express fees as more specifically not to exceed One Hundred Five Thousand Dollars and No/100 U. S. Dollars ($105,000.00). Payment shall be made by Gunnison County to Mountain Express within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Mountain Express for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

4. INSURANCE.

Mountain Express agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Mountain Express shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Mountain Express will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Mountain Express shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Mountain Express during the term of this Agreement.

b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars ($424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars ($1,195,000.00) for any injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Mountain Express's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Mountain Express. Mountain Express shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Mountain Express's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent Mountain Express, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Mountain Express. Mountain Express shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain the required coverages. Mountain Express agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Mountain Express to the County under this

Agreement. The Mountain Express shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Mountain Express is acting as an independent Mountain Express and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Mountain Express does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

Mountain Express acknowledges and agrees that Mountain Express is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or the RTA. Further, Mountain Express is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Mountain Express irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of Mountain Express or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Mountain Express or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Mountain Express expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Mountain Express will provide the County and the RTA reasonably prompt notice of the relevant claim. Mountain Express will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Mountain Express but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender the defense and settlement of any action or proceeding covered by this Section to Mountain Express or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement

includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Mountain Express agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Mountain Express shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Mountain Express shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Mountain Express represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be exclude from participation in, or denied benefits of the service, programs, or activities performed by the Mountain Express, or be subjected to any discrimination by the Mountain Express upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

d. LEGAL AUTHORITY. Mountain Express represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action

passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Mountain Express represents and warrants that he has been fully authorized by Mountain Express to execute the Agreement on behalf of Mountain Express and to validly and legally bind Mountain Express to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Mountain Express or the person signing the Agreement to enter into the Agreement.

e. NO CONSTRUCTION AGAINST DRAFTING PARTY. The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.

f. ORDER OF PRECEDENCE. In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.

g. SURVIVAL OF CERTAIN PROVISIONS. The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Mountain Express's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.

h. INUREMENT. The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.

i. TIME IS OF THE ESSENCE. The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.

j. PARAGRAPH HEADINGS. The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

10. DELEGATION AND ASSIGNMENT.

Mountain Express shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Mountain Express shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Mountain Express agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

13. WARRANTIES.

Mountain Express represents and warrants to the County and the RTA as follows:

a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.

b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.

c. Mountain Express has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.

d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Mountain Express's ability to perform its obligations under this Agreement.

e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.

f. Mountain Express has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Mountain Express receives in connection with any of the Services provided to County and the RTA. To the extent that Mountain Express is not permitted to assign any warranties or indemnities to the County, Mountain Express agrees to specifically identify and enforce those warranties and indemnities on behalf of County and the

RTA to the extent Mountain Express is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or Mountain Express receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Mountain Express has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Mountain Express shall not employ any person having such known interests. The Mountain Express shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Mountain Express represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Mountain Express by placing the Mountain Express's own interests, or the interests of any party with whom the Mountain Express has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Mountain Express written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack, natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation;

PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison County: County Manager
Gunnison County
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
of the County of Gunnison, Colorado
200 E. Virginia
Gunnison, Colorado 81230

Scott Truex, Executive Director
Gunnison Valley Rural Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Mountain Express: Jeremy Herzog, Transit Manager
PO Box 3482
Crested Butte, CO 81224

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which my contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term "electronic transmission" means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County and Mountain Express and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Mountain Express's or a subcontractor's website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Contractor shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Mountain Express shall be subject to financial audit by federal,

state or county auditors or their designees. Mountain Express authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Mountain Express. Mountain Express shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: _____
Matthew Birnie, County Manager

ATTEST:

_____
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: _____
Board Chair

Mountain Express

By: _____
Roman Kolodziej, Board Chair

APPENDIX "A"

SCOPE OF SERVICES

Mountain Express shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside in Mt. Crested Butte, Crested Butte and surrounding north valley communities, on a regularly scheduled basis as currently being provided.

- Work with necessary RTA and County staff to ensure all required compliance related to transportation program is met, including:
    - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
    - Maintain required transportation logs.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Mountain Express in the amount not to exceed $105,000 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Mountain Express.

MEMO

November 15, 2024 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Appointment new Air Command Committee Chair

Board Members,

The Air Command Committee rules allow for a non-voting member to be appointed to run their meetings. This position has been referred to as the "Chair" of the committee. Here is the language from the document:

Section III: Facilitator

1. The Air Command Committee may choose to appoint a Facilitator to run the meetings of the Air Command Committee.
2. The Facilitator presides over all meetings of the Air Command Committee.
3. The Facilitator is not a voting member of the Air Command Committee.

The idea at the time was to have a citizen Chair without their own agenda or the ability to vote to run the meetings.

David Clayton has fulfilled the role Chair for the past eight years and was appointed because he was knowledgeable about air service issues and was a past Chair of the GVRTA Board. He has decided to move on and the position is now open.

Janet Farmer, has offered to take on this role if the Board would like her to. I support this idea since Janet has eight years of service on the committee and would bring that history to the committee. If the board agrees, we would need a motion of the GVRTA Board to appoint her as the Air Command Committee Facilitator.

Thank you,
Scott Truex
Executive Director

DRAFT REQUEST FOR PROPOSALS (RFP)

RFP #2025-01
TRANSIT OPERATOR AND MAINTENANCE SERVICES PROVIDER

In Gunnison County, Colorado

ISSUED BY THE

GUNNISON VALLEY TRANSPORTATION AUTHORITY (GVRTA)

Anticipated Timeline:

RFP ISSUE date:	**1/17/2025 at 8:30 AM MST**
Pre-Proposal Information Meeting:	**1/28/2025 at 1:00 PM MST**
Final Date for Questions:	**2/14/2025 at 5:00 PM MST**
Final posting of Official Answers/Final Addendum:	**2/24/2025 at 5:00 PM MST**
Proposal Due Date:	**3/21/2025 at 5:00 PM MDT**
Oral Interviews (if necessary):	**4/7/2025 TBD**
Anticipated Notice of Intent to Award:	**5/9/2025 by 5:00 PM MDT**
Anticipated Service to Start Date:	**11/17/2025 at 1:00 AM MST**

Project Manager: Scott Truex, GVRTA Executive Director
Email: STruex@gunnisonvalleyrta.org **Phone:** (970) 275-0111
Project Contact: _____, GVRTA Bus Operations Manager **Phone:**
Email:

Please copy both Scott Truex and _____ on all email correspondence.

TABLE OF CONTENTS

Section I - Acronyms, Abbreviations and Definitions	4
1.1 Acronyms and Abbreviations	
1.2 Definitions	
Section II – General Information	8
2.1 Purpose of Request for Proposals	
2.2 Background Information	
2.3 Role Gunnison Valley Transportation Authority (GVRTA)	
2.4 Budget	
2.5 Terms of Contract	
2.6 Funding	
2.7 Federal Participation in Contract	
2.8 Restrictions on Communications with GVRTA and Related Parties	
2.9 Contact Information	
2.10 Pre-proposal Information Meeting	
2.11 Questions	
2.12 Disadvantaged Enterprise (DBE) Participation	
2.13 Small Business Participation	
2.14 Proposer Conflict of Interest	
Section III – Proposal Conditions	13
3.1 Backgrounds and Reference Documents	
3.2 Amendments to the Solicitation	
3.3 Propriety Information/Public Disclosure	
3.4 Reserved Rights	
3.5 Ethical Standards	
3.6 Contract	
3.7 Responsibility for Compliance with Legal Requirements	
3.8 Period that Proposals Remain Valid	
3.9 Proposal Withdrawal Prior to the Submission Deadline	
3.10 GVRTA's Right to Request Additional Information	
3.11 Proposal Preparation Costs	
Section IV – Proposal Requirements	18
4.1 Deadline for Submission of Proposals/Late Proposals	
4.2 Method of Delivery	
4.3 Form and Format of Proposals	
Section V – Contents of a Complete Proposal	18
5.1 Proposal Letter	
5.2 Technical Proposal	
5.3 Price Proposal	
5.4 Required Attachments	
5.5 Financial Capacity	
5.6 Litigation History	

Section VI – Proposal Evaluation Process	26
6.1 Determination of Responsiveness	
6.2 Evaluation of Proposals	
6.3 Proposal Evaluation Criteria	
Section VIII – Protest Procedures	29
Section VIII – General Contract Provisions	30
8.1 Contract Provisions	
Section IX	30
9.1 Transition Plan	
9.2 Status, Audit and Repair of Revenue Vehicles and Equipment	
9.3 Allowance for Transition and Start up	
9.4 Start of Service	
Exhibits	32
Exhibit 1 – Uniform Guidance Contract Clauses for Federal Funding	
Exhibit 2 – Standard Clauses of FTA Contracts	
Exhibit 3 – Price Proposal Sheet	
Exhibit 4 – Schedule for Reporting	
Exhibit 5 – Master Lease for GVRTA Owned Housing Units	
Exhibit 6 – Tenants Lease from Proposer for GVRTA Owned Housing Units	
Exhibit 7 – 41 Trip Schedule	
Exhibit 8 – 33 Trip Schedule	
Exhibit 9 – MCI D Series Maintenance Manual CNG	
Exhibit 10 – MCI D Series Maintenance Manual Deisel	
Exhibit 11 – GVRTA Reasonable Modification Policy	
Exhibit 12 – List of GVRTA Assets	
Exhibit 13 – Form of Service Contract with GVRTA	

Section I. Acronyms, Abbreviations and Definitions

1.1 ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ASE	National Institute for Automotive Service Excellence
AVL	Automated Vehicle Location
BAFO	Best and Final Offer
CAD	Computer Aided Dispatch
CFR	Code of Federal Regulations
DBE	Disadvantaged Business Enterprise
GVRTA	Gunnison Valley Transportation Authority
EEO	Equal Employment Opportunity
EPA	US Environmental Protection Agency
FTA	Federal Transit Administration
HVAC	Heating Ventilation and Air Conditioning
KPS	Key Performance Standard
NTD	National Transit Database
NTP	Notice to Proceed
OEM	Original Equipment Manufacturer
PA	Passenger Announcements
PDF	Portable Document Format
PM	Preventive Maintenance
PMI	Preventive Maintenance Inspection
RFP	Request for Proposal
USDOT	United States Department of Transportation
VIN	Vehicle Identification Number

1.2 DEFINITIONS

Agreement or Contract means the binding Transit System Operations and Maintenance Services Contract entered into between GVRTA and Proposer resulting from this RFP, as applicable.

Approved Equal means an alternative component or process that meets or exceeds OEM standards submitted by the Proposer and approved by GVRTA.

Authority Having Jurisdiction means an organization, office, or individual responsible for enforcing the requirements of a code, plan, or standard, or for approving equipment, materials, an installation, or a procedure.

Bus Operator(s) means Proposer Personnel who drive a Revenue Service Vehicle.

Business Day means Monday through Friday excluding GVRTA- recognized holidays.

Day(s) means calendar days unless otherwise specified in the Contract as a Business Day.

Deadhead (miles and hours) The miles and hours traveled in GVRTA vehicles when out of revenue service. Deadhead includes:

- Leaving or returning to the garage or yard facility

- Changing routes
- When there is no expectation of carrying revenue passengers.
- Deadhead does not include travel time by drivers to get to and from route origins.

Disadvantaged Business Enterprise has the meaning described in 49 Code of Federal Regulations (CFR) Part 26.

GVRTA Project Manager means the person appointed by the GVRTA Executive Director to administer the Contract. For the purposes of this RFP, the terms "GVRTA Bus Operations Manager" and "GVRTA Project Manager" are to be considered the same.

Evaluation Committee means those individuals appointed by the GVRTA Executive Director to review and evaluate Proposals.

Equipment means assets used for communications, fare collection, maintenance, and security, as well as office furniture, IT hardware/software, facility equipment, power, and electricity distribution, and all other tangible or intangible assets that have useful lives over one year.

Capital Equipment consists of assets that are semi-permanent and integrated into larger assets, can be removed, or replaced as needed and usually have a shorter life than that of the larger asset. Equipment includes fixed equipment such vehicle lifts, fueling equipment, storage tanks (except fuel storage), elevators, escalators, and vehicle washers.

Experience Modification Rating means the rating by the National Council on Compensation Insurance (NCCI) or an Authority Having Jurisdiction over a state's workers compensation program.

Fixed Route Commuter Bus Service means GVRTA bus services operating predominately within the GVRTA service area on an established routes and schedules established by GVRTA.

Good Faith Efforts are steps taken to achieve the Contract Goal which, by their scope, intensity and usefulness, demonstrates the Proposer's responsiveness to fulfill the designated objective.

GVRTA means the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado.

Initial Contract Term means the one-year period beginning on the date of execution of the Contract by GVRTA.

Include (and all its forms), wherever used in the RFP, the word including, include, or included shall be deemed to be followed by the words "without limitation."

Issuing Officer means the Executive Director of the GVRTA.

Key Personnel means the personnel that are listed in Section 5.2.2 of the RFP.

Liquidated Damages means the damages as may accrue and be due and payable by Proposer to GVRTA under the Contract for failure to meet the Performance Standards.

Major Service Change means a service change that would affect at least twenty-five percent (25%) of the system-wide passenger boardings or reduce at least twenty-five percent (25%) of the system-wide route miles or reduce at least twenty-five percent (25%) of the system-wide hours of revenue service.

Minor Service Change means any service change recommendation that would affect fewer than 150 passenger boardings, but up to twenty-five percent (25%) of a route's passenger boardings

or up to twenty-five percent (25%) of a route's route miles or up to twenty-five percent (25%) of a route's hours of revenue service.

Missed Run is defined as when an entire loop on the bus route is missed and there is no reasonable excuse (road closures, accidents, mechanical difficulties). Lack of a driver is not considered a reasonable excuse. A loop is defined as starting and ending at the point of origin.

National Transit Database means the reporting system of the Federal Transit Administration that collects public transportation financial and operating information.

Notice of Intent to Award means a determination by the Evaluation Committee and communicated by the Issuing Officer that a Proposer is most likely to be awarded the Contract and that, subject to further negotiation with the intended awardee, will be recommended to the GVRTA Board of Directors for award.

Offer or Proposal means a proposal submitted to GVRTA pursuant to this RFP.

Proposer means a respondent or potential respondent to this RFP.

Operations & Maintenance Facility means the operations and maintenance facility located at 905 W. Evans Avenue in Gunnison, Colorado at which the vehicles will be maintained.

Operational Service Change means a temporary detour route; establishing or amending operating standards, procedures, and practices; additional, relocation, or elimination of bus stops; or other changes to services not described as Major or Minor Service Changes.

Oral Interview means a presentation by a Proposer for potential award of the Contract.

Passenger Facility means all GVRTA bus stops.

Performance Standards means the performance criteria that the Proposer is required to meet as set forth in Section 8.1 of Exhibit 13 of this RFP.

Police Officer means sworn personnel of any jurisdiction in which GVRTA operates.

Proposal Appendix (or Appendices) means a part of the Offer not included in the page-limited main body of the Technical or Price Proposal but required to be submitted by the Proposer.

Reference Document means a document that shall be relied upon by the Proposer in making its proposal and shall be included in the Contract, for example, a Reference Document could indicate the number, type, mileage, and condition of the fleet as of the Setting Date.

Renewal Term means each of the six one-year terms following the Initial Contract Term, if exercised by GVRTA.

Request for Proposal means this Transit System Operations and Maintenance RFP and any addenda thereto.

Revenue Service or Revenue Hour means when a Revenue Vehicle is in service, available to the public, and there is an expectation of carrying passengers.

Revenue Vehicle means rolling stock used by the Proposer to provide Revenue Service.

Service and/or Support Vehicle means vehicles other than Revenues Vehicles that are used by Proposer to perform the Services.

Services means all the services, obligations, and duties that the Proposer is required to perform pursuant to the Contract and all the Proposer's duties to GVRTA that arise out of the Contract.

Setting Date means the date on which the Proposals are due to GVRTA.

Start of Service date means November 17th, 2025, or as other day agreed to by the parties.

Succeeding Proposers means the party chosen by GVRTA to provide transit operations and maintenance service to GVRTA upon expiration or termination of the existing contract.

Section II. General Information

2.1 PURPOSE OF REQUEST FOR PROPOSALS

The Gunnison Valley Transportation Authority (GVRTA), is requesting proposals for running all aspects of the GVRTA's public transit (Commuter Bus) services in the Colorado State Hwy 135 corridor as described in detail in the Scope of Services (Section 1 of Exhibit 13). The selected Transit Operator and Maintenance Service provider will provide full operation and maintenance services to GVRTA's Commuter Bus transit system.

This Request for Proposals is for a contractor to run all aspects of GVRTA's Commuter Bus service which provides a free public transit system along the Highway 135 corridor using GVRTA vehicles between Gunnison and Mt. CB. The GVRTA operates 365 days each year and provides free (no fee) Commuter Bus transportation to the general public between the City of Gunnison and the towns of Crested Butte and Mt. Crested Butte. The approximately 32-mile one-way trip loops through the City of Gunnison to pick up and drop off passengers and stops at the major intersections along Hwy 135 with a stop at the Crested Butte South (CB South) subdivision in both directions.

GVRTA's fleet consists of MCI D4500 Commuter Coaches with a seated capacity of 57 passengers each. The current fleet includes ten coaches, of which eight use compressed natural gas for fuel and two use diesel fuel. The GVRTA is currently in the process of procuring five additional MCI D45CRT diesel coaches which should arrive shortly before or soon after the start date of the contract resulting from this RFP.

The Commuter Bus service was started in November, 2007 and has grown steadily and substantially over the years due to increased demand and the increase in sales tax and grant revenues over the years. While GVRTA currently plans to run the schedules shown in this RFP, service miles and ridership have increased dramatically and the GVRTA Board of Directors may authorize the continued expansion of schedules in the future. Though not expected, it is also possible that the Board could decide to decrease the schedules due to a change in economic activity in the valley resulting in decreased revenues to the GVRTA.

2.2 BACKGROUND INFORMATION

The GVRTA is a Regional Transportation Authority as defined under Colorado Statute. GVRTA was formed in November of 2002 by a vote of the electors residents of Gunnison, Crested Butte, Mt. Crested Butte and the unincorporated areas of several precincts of Gunnison County. The GVRTA is primarily funded by a 1.0 percent sales tax collected in these jurisdictions.

The GVRTA's mission statement was amended in 2016 and is as follows: "The mission of the Gunnison Valley Transportation Authority is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, ***to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor***, and to provide senior and human services transportation in Gunnison County."

2.3 ROLE GUNNISON VALLEY TRANSPORTATION AUTHORITY (GVRTA)

GVRTA will provide a general oversight function in the administration of the service contracts awarded pursuant to this RFP. Accordingly, proposers will be expected to provide detailed and day-to-day management of the services they provide. GVRTA is, however, charged with the overall responsibility that transportation services be provided in a safe, legal, equitable, efficient, and demand-responsive manner. Therefore, its oversight efforts will be focused accordingly and the GVRTA Bus Operations Manager will be primarily responsible for responding to customer complaints, comments, and requests. GVRTA is also responsible for financial accounting and reporting to appropriate government agencies of all income and expenses pertinent to provision of these transportation services. To assist in this accounting, and to the maximum extent practically feasible, all income to the transportation service program in the form of grants, loans, operating subsidies, sales tax revenues, and service fees will be received by GVRTA and disbursed to the appropriate service provider.

2.4 BUDGET

GVRTA has estimated that its budgeted need for the delivery of the scope of Services will be between $3.3 and $3.6 million during the initial contract term subject to appropriation by the GVRTA Board. The estimated budgeted amounts include all aspects of operations including bus maintenance, but excluding fuel, and are provided as a guideline to aid Proposers with developing a complete and innovative proposal but are not a guarantee of future funding levels. Notwithstanding this estimate, Proposers must submit a proposal that conforms to all requirements as outlined in the Scope of Services.

2.5 TERM OF CONTRACT

A. The Proposer shall perform all Services as called for in this RFP and Contract and Initial Contract Term of one year. GVRTA shall retain the option of renewing the Contract for up to six (6) years, through one-year renewal periods.

B. The Proposer's Price Proposal submitted in response to this solicitation, and which is accepted by GVRTA and made part of the Contract, will remain in effect if GVRTA exercises any renewal options. Compensation for any renewal period will be increased by the Denver-Aurora-Lakewood CPI.

C. All prices included on the price proposal sheet are for the first year of service. Each of the prices for the extensions will be adjusted annually based upon the most recent consumer price index (CPI) – (all items in Denver-Aurora-Lakewood, CO, all urban consumers, not seasonally adjusted) versus the base year as found at the U.S. Department of Labor – Division of Labor Statistics website: which can currently be viewed by going to this link:

https://data.bls.gov/timeseries/CUURS48BSA0?amp%253bdata_tool=XGtable&output_view=data&include_graphs=true

The formula for adjustments will be as follows:

CPI for the 1st half of the year in which renewal is	x	Schedule of compensation	=	Schedule of compensation for

to occur	from current term	next Renewal Term
CPI for the 1st half of 2025		

2.6 FUNDING

Funding for the services that are being procured comes from local, State and Federal sources. The award of contracts and the notice to proceed for transportation services resulting from response to this RFP may be contingent upon the execution of contracts between GVRTA and various State and local entities. All Proposers must comply with Federal and State requirements in the provision of services procured through this contract.

2.7 FEDERAL PARTICIPATION IN CONTRACT

The Contract awarded as a result of this solicitation will be financed in part by funds from the United States Department of Transportation (USDOT) as awarded through programs of its operating administrations, including the Federal Transit Administration (FTA). As such, all FTA requirements governing the use of federal funds are in effect. Federal requirements that will be made a part of the contract are included in Exhibits 1 and 2.

2.8 RESTRICTIONS ON COMMUNICATIONS WITH GVRTA AND RELATED PARTIES

A. In order to maintain the integrity of the RFP process and reliability of the information shared with the Proposers, from the date of issuance of this RFP through the date of Contract award by GVRTA, excepting the pre-proposal information day and Oral Interviews, Proposers are not allowed to communicate for any reason with any member of the Evaluation Committee regarding this RFP. All communications concerning this solicitation should be directed by email to struex@gunnisonvalleyrta.org, within the period indicated in the Solicitation Schedule. Prohibited communication includes all contact or interaction regarding this solicitation, including, but not limited to, telephonic communications, emails, faxes, letters, texts, or personal meetings.

B. Oral communications regarding this solicitation shall not be considered official communications. GVRTA is not responsible for any oral statements made by its board, contractors or agents regarding this solicitation. All official communications to and from GVRTA regarding this solicitation shall be transmitted in writing to or by the Issuing Officer.

2.9 CONTACT INFORMATION

All inquiries, offers, submissions, and/or other correspondence regarding this solicitation (including protests submitted in accordance with Section 7) must be directed in writing or by email to:

Scott Truex
Executive Director
Gunnison Valley Transportation Authority
PO Box 1191,
Crested Butte, Colorado, 81224
struex@gunnisonvalleyrta.org

2.10 PRE-PROPOSAL INFORMATION MEETING

GVRTA will host a meeting intended to orient potential Proposers to the RFP and the GVRTA system. Participation in an RFP Overview and Question and Answer Session on January 28, 2025 at 1:00 PM Mountain Time is strongly encouraged. Meeting will take place on Zoom at:

GVRTA PRE-PROPOSAL REGIONAL TRANSIT OPERATIONS and MAINTENANCE SEVICES INFORMATION MEETING

Time: January 28, 2025 at 1:00 PM Mountain Time (US and Canada)
By Zoom or Telephone:
Use this link (or cut and paste this URL) to join the Zoom Meeting
https://us02web.zoom.us/j/6830894427
Password: 9476
Dialing Instructions for Phone Access:
Dial-in Numbers: 1-669-900-9128 or 1-346-248-7799
Meeting ID: 683 089 4427
Passcode: 9476

2.11 QUESTIONS

A. Questions regarding the RFP and any attachment, document, form, etc. must be submitted by email.

B. Such comments/questions must be submitted by 5:00 PM on February 14th, 2025. GVRTA will respond to all questions in writing and distribute answers to the bidders list on February 24th, by 5:00 PM, 2025.

C. As per the questions and answers template, the following categories are to be used in classifying questions submitted by the Proposer:

   a. Category 1 means a potential "go/no-go" issue that, if not resolved in a manner acceptable to the Proposer, will likely preclude the Proposer from submitting a Proposal.

   b. Category 2 means a major issue that, if not resolved in a manner acceptable to the Proposer, will significantly affect the Price Proposal or, taken together with the entirety of other issues, may preclude the Proposer from submitting a Proposal.

   c. Category 3 means an issue that may affect the price or technical response, and/or any another material issue, but it is not at the level of a Category 1 or Category 2 issue.

   d. Category 4 means an issue that is minor in nature, for example, a clarification, a comment concerning a conflict between documents or within a document, etc.

D. Proposers may submit with their questions/comments revised drafting, redline, or similar markup of any document included in the RFP.

E. A Proposer may submit a question, comment, or redline revision marked as Confidential if the Proposer believes that the question, comment, or redline revision may place, indicate, or reveal a proprietary practice, bidding strategy, or element of its Proposal that is potentially unique or distinguishing from competitors. The Issuing Officer shall

have sole discretion to determine whether a question, comment, or redline revision shall be treated as confidential. If the Issuing Officer determines the matter is not, the Proposer shall be permitted to rephrase or withdraw the question, comment, or redline revision.

F. It is the sole responsibility of the Proposer to make itself aware of GVRTA's responses to written questions. Responses to questions are provided as information only and do not in any way alter the contents of the solicitation inclusive of the Scope of Services, the remainder of the RFP documents, or the Contract. Revisions to the solicitation or to the Contract shall be made only via formally issued addenda. Only such written addenda shall constitute revisions to the solicitation.

G. It is the sole responsibility of the Proposer to make itself aware of Background and Reference Documents published by GVRTA.

2.12 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

A. The requirements of Regulations 49 CFR Part 26, of the U.S. Department of Transportation, apply to this solicitation and resulting Contract. In addition, it is GVRTA's policy to practice nondiscrimination based on age, disability, race, gender, color, sex, religion, or national origin in both the award and/or performance of this Contract. All companies qualifying under this solicitation are encouraged to submit proposals. The requirements of this solicitation, specifically this section, apply to all Proposers including those who qualify as a DBE. Proposers with questions regarding DBE certification may contact the Issuing Officer.

B. GVRTA has established a DBE participation goal of 2.5% of the total dollar value of the Contract over the course of the initial Contract term and any renewals, changes, or amendments.

C. A Proposer is not required to designate any DBE subcontractors in its Proposal and may instead execute a "Commitment to Comply" with the DBE requirement; however, the Evaluation Committee may give favorable consideration in relevant parts of the evaluation based on the extent to which DBE subcontractors are specifically named in the Proposal.

D. The Commitment to Comply shall be included on the Proposal and be signed by an authorized representative, and state:
   a. the Proposer's commitment to use any DBE subconsultant, subcontractor, or supplier whose participation it has submitted with its Proposal to meet a contract goal; and

   b. that if the DBE goal is not met through the Proposer's proposal, that the Proposer (then as Proposer) shall make good faith efforts.

   c. If the contract goal is not met, Proposer will provide evidence of its Good Faith Efforts

   d. The DBE subconsultant/supplier's confirmation that it is participating in the Contract as provided in the Proposer's commitment.

E. A DBE Directory identifying all firms eligible to participate as DBEs is maintained by the Colorado Department of Transportation (CDOT). To access the Colorado DOT DBE Directory,

please visit:
https://coucp.dbesystem.com/FrontEnd/SearchCertifiedDirectory.asp?XID=8140&TN=coucp

F. The status of a company as a DBE is subject to change. The Proposer shall be solely responsible for reviewing from time to time and using the most current version of the CDOT DBE Directory to ensure that any company listed in its proposal is a certified DBE at the time of proposal submission.

2.13 SMALL BUSINESS PARTICIPATION

GVRTA strongly supports the participation of small business owners in its contracts. It is the policy of GVRTA to ensure nondiscrimination in the award and administration of USDOT- assisted contracts. It is the intention of GVRTA to create a level playing field on which Small Businesses can compete fairly for contracts and subcontracts relating to its construction, procurement, and professional services activities in compliance with the requirements of 49 CFR 26.39, - Fostering Small Business Participation.

2.14 PROPOSER CONFLICTS OF INTEREST

The Proposer must disclose in detail, with the Proposal, anything that may create a conflict or appearance of a conflict of interest. For purposes of this RFP, "conflict of interest" means any situation or circumstance arising out of existing or past activities, business interests, familial relationships, contractual relationships, or organizational structure (i.e., parent entities, subsidiaries, affiliates, subconsultants, etc.) or litigation where:

A. The Proposer or Key Personnel could or could be seen to exercise an improper influence over the objective, unbiased, and impartial exercise of GVRTA's independent judgment; or

B. Could or could be seen to compromise, impair, or be incompatible with the effective performance of its obligations under the resulting Contracts.

Section III. Proposal Conditions

3.1 BACKGROUND AND REFERENCE DOCUMENTS

A. As part of the bid package, GVRTA will provide a series of Background Documents that may inform a Proposer's proposal. Background Documents include:
   a. FY25 Adopted Budget
   b. GVRTA Strategic Operating and Capital Plan, December, 2025
   c. The Gunnison Valley Transportation Authority (GVRTA) Transit Policies and Procedures, November 3rd, 2023
   d. Gunnison Valley Transportation Authority Title VI Plan, May 17th, 2024

B. Background documents are contextual and for informational purposes only. GVRTA does not represent or warrant that the information, opinions, suggestions, or recommendations contained in the Background Documents are complete or accurate or that such information, opinions, suggestions, or recommendations are in conformity with the requirements of the RFP. Proposers shall have no right to compensation, time extension, or other claim in connection with participation in this solicitation based on any incompleteness or inaccuracy in the Background Documents. By way of example, a Background Document may include GVRTA's fleet plan, which, subject to the availability of funds, indicates GVRTA's intended schedule of acquiring new vehicles, conducting mid-life overhauls, and decommissioning vehicles.

3.2 AMENDMENTS TO THE SOLICITATION (ADDENDA)

A. GVRTA reserves the right to revise or amend the RFP up to the time set for the submission of proposals. Such revisions and amendments, if any, shall be published by written addenda to the RFP. Upon issuance, addenda will be considered part of the RFP and will prevail over inconsistent or conflicting provisions contained in the original RFP.

B. It is the sole responsibility of each Proposer to check GVRTA's website for addenda, Questions and Answers, Background or Reference Documents, etc. GVRTA is not responsible for a potential Proposer failing to receive notification of the availability of addenda.

C. If an addendum significantly changes the RFP, the date set for the submission of proposals may be postponed by such number of days as in the opinion of GVRTA deems suitable to enable potential Proposers to revise their proposals.

D. Proposers shall acknowledge receipt of all addenda by emailing the GVRTA project contact.

3.3 PROPRIETARY INFORMATION/PUBLIC DISCLOSURE

A. All proposals received shall remain confidential until the contract, if any, resulting from this RFP, is signed by the authorized person and the apparent successful Proposer. At that point all proposals shall be deemed to be a public record.

B. Any information in the proposal that the successful Proposer desires to claim as proprietary and exempt from disclosure must be clearly designated. The particular exception from disclosure upon which the Proposer is making the claim and the RFP page it is found on must be identified.

C. Each page claimed to be exempt from disclosure must be clearly identified by the word "Confidential" printed on the lower right-hand corner of the page.

D. GVRTA will consider a Proposer's request for exemption from disclosure. Marking the entire proposal exempt from disclosure will not be honored and will be considered non-responsive and be disqualified for further consideration. The Proposer must be reasonable in designating information as confidential.

3.4 RESERVED RIGHTS

A. In connection with this solicitation, GVRTA reserves to itself all rights (which rights are exercisable by GVRTA in its sole discretion) available to it under its procurement policies, procedures, and applicable law, including without limitation, with or without cause, and with or without notice, the right to:

a. Modify the procurement process or documentation described in this RFP;
b. Develop the project in any manner that it, in its sole discretion, deems necessary or desirable, including by modifying the scope of the project;
c. Cancel this RFP, or a subsequent RFP, in whole or in part at any time prior to the execution by GVRTA of the Contract, without incurring any cost obligations or liabilities except as otherwise expressly stated in this RFP or the subsequent RFP;
d. Issue a new request for proposals after cancellation of this RFP or a subsequent RFP;
e. Reject any and all submittals, responses, and proposals at any time;
f. Reject any and all proposals for any reason;

g. Modify all dates set or projected in this RFP;
h. Terminate evaluations of proposals at any time;
i. Issue amendments, supplements, and modifications to this RFP;
j. Appoint Evaluation Committees to review proposals, and seek the assistance of outside technical experts and consultants in Proposal evaluation;
k. Make independent calculations with respect to numbers and calculations submitted in a Proposal for purposes of its evaluation;
l. Revise the evaluation criteria or methodology by issuing an amendment prior to the proposal submission deadline;
m. Require confirmation of information furnished by a Proposer, require additional information from a Proposer concerning its proposal, and require additional evidence of qualifications or ability to perform the work described in this RFP;
n. Seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to this RFP;
o. Negotiate with one or more Proposers without GVRTA being bound by any provision of a proposal or subsequent Proposal;
p. Negotiate contract terms contemporaneously and/or subsequently with any number of Proposers as GVRTA deems to be in their best interests;
q. Waive administrative or minor deficiencies in a Proposal, accept and review a non- conforming proposal or permit clarifications or supplements to a Proposal;
r. Disqualify any Proposer who changes its proposal without GVRTA approval;
s. Disqualify any Proposer from the procurement process for violating any rules or requirements of the procurement specified in this RFP, applicable law, or any other communication from GVRTA;
t. Add to the shortlist of Proposers any Firm that submitted a Proposal in order to replace a Shortlisted Proposer that withdraws or is disqualified from participation in this procurement;
u. Develop some or all of the Project itself or through another state or local government entity or entities;
v. Disclose information submitted to GVRTA as permitted by applicable law or this RFP;
w. Exercise any other right reserved or afforded to GVRTA under this RFP or a subsequent RFP and applicable law; and
x. Exercise its discretion in relation to the matters that are the subject of this RFP as it considers necessary or expedient in light of all circumstances prevailing at the time that GVRTA considers it to be relevant.

B. This RFP does not commit GVRTA to enter into the Contract or proceed with the procurement described in this RFP. GVRTA assumes no obligations, responsibilities, or liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred or alleged to have been incurred by parties considering a response to or responding to this RFP, or any subsequent RFP. All such costs shall be borne solely by each Proposer.

C. Except as provided in this RFP, in no event will GVRTA be bound by, or liable for, any obligations with respect to the RFP until such time (if at all) as the Contract has been authorized by GVRTA and executed by GVRTA and then, only to the extent provided in the Contract. No Proposer shall have any cause of action against GVRTA arising out of the methods by which proposals are evaluated.

D. GVRTA has the sole right to select the successful proposal for contract award; to cancel the solicitation and to advertise for new proposals; to award a contract(s) to other than the Proposer submitting the lowest Price Proposal; or not to award a contract as a result of this RFP.

E. GVRTA reserves the right to accept any proposal deemed to be in the best interest of GVRTA and to waive any irregularity or informality in any proposal that does not prejudice GVRTA or other Proposers.

F. GVRTA reserves the right to negotiate with the Offeror whose proposal is considered by GVRTA, and in its sole discretion, to be most advantageous to GVRTA.

G. Notwithstanding anything to the contrary in this document or in any addendums to this document, unless the contrary provision refers specifically to this provision, GVRTA reserves the right to negotiate changes of any nature with any Proposer with respect to any term, condition, or provision in this document and/or in any proposals, whether or not something is stated to be mandatory and whether or not it is said that a proposal will be rejected if certain information or documentation is not submitted with it, and (ii) to enter into an agreement for some or all of the work with one or more persons, firms, or corporations that do not submit proposals. For example, all deadlines are for the administrative convenience or needs of GVRTA and may be waived by GVRTA in its discretion. This subparagraph (G) applies to the entire RFP, including the DBE portions.

3.5 ETHICAL STANDARDS

It is a breach of ethical standards for any GVRTA board member to participate directly or indirectly in a procurement when the board member knows:

A. The board member or any member of the board member's immediate family has a financial interest pertaining to the procurement.

B. A business or organization in which the board member, or any member of the board member's immediate family, has a financial interest pertaining to the procurement; or

C. Any other person, business, or organization with whom the board member or any member of board member's immediate family is negotiating or has an arrangement concerning prospective employment is involved in the procurement.

It is the responsibility of the Proposer to identify any potential or known conflicts of interest as soon as they become known and in writing to the Issuing Officer.

3.6 RESPONSIBILITY FOR COMPLIANCE WITH LEGAL REQUIERMENTS

The Proposer's products, services, and facilities shall be in full compliance with any and all applicable federal, state, and local laws, regulations, ordinances, and standards regardless of whether or not they are referred to in this RFP.

3.7 PERIOD THAT PROPOSALS REMAIN VALID

A. Each Proposer agrees that the Technical and Price Proposal will remain firm for a period of one hundred and twenty (120) Days beginning with the date that proposals are received. Following

the deadline for proposal submission, no proposal may be withdrawn for a period of 120 Days. Requests for withdrawal of proposals after 120 Days following the Proposal Submission Deadline must be submitted to the Issuing Officer in writing (defined as being sent or received via letter on official firm/agency letterhead or by electronic mail).

B. If a Best and Final Offer (BAFO) is requested, the Proposer agrees to hold the BAFO available or acceptance for a minimum of ninety (90) Days after submission of the BAFO.

3.8 PROPOSAL WITHDRAWAL PRIOR TO THE SUBMISSION DEADLINE

A submitted proposal may be withdrawn and changes to a submitted proposal can be made prior to the Proposal Submission Deadline. In the event a Proposer notes an error or omission in its response that was overlooked prior to submitting the proposal, the proposer may contact the Issuing Officer to request the proposal be withdrawn. Once the Proposer's response is withdrawn, unless and until the proposer resubmits the received response, GVRTA will have no offer from the proposer to evaluate for possible Contract award. Any resubmission must be received by GVRTA no later than the Proposal Submission Deadline.

3.9 GVRTA'S RIGHT TO REQUEST ADDITIONAL INFORMATION

Prior to award, GVRTA must be assured that the selected Proposer has all of the resources to successfully perform under the Contract. This includes, but is not limited to, adequate number of personnel with required skills, availability of appropriate equipment in sufficient quantity to meet the on-going needs of GVRTA, financial resources sufficient to complete performance under the Contract, and relevant experience in similar endeavors. If such information is required, the Proposer will be so notified and will submit the information requested within the time requested by GVRTA.

3.10 PROPOSAL PREPARATION COSTS

Each proposal should be prepared simply and economically, avoiding the use of elaborate promotional materials beyond those sufficient to provide a complete proposal. GVRTA will not provide reimbursement for any costs associated with proposal preparation.

Section IV. Proposal Requirements

4.1 DEADLINE FOR SUBMISSION OF PROPOSALS/LATE PROPOSALS

Proposals submitted in response to this RFP must be received by GVRTA no later than 5:00 PM (MDT) on March 21, 2025. Proposals received after the submission deadline will not be evaluated.

4.2 METHOD OF DELIVERY

All Proposals shall be made electronically to Scott Truex, GVRTA Executive Director at struex@gunnisonvalleyrta.org. If a proposal submission file size is too large, please split the proposal into sections and email each section separately and clearly label each section so that the order of the proposal remains clear.

It is the sole responsibility of the Proposer to ensure that its proposal is successfully delivered to the Issuing Officer by the specified date and time. GVRTA is not responsible for late or mis-delivered proposals, for whatever reason.

GVRTA is not responsible for proposals files improperly named, locked, or altered. Proposals received after the Proposal Submission Deadline may result in GVRTA disqualifying the proposal from consideration for Contract award.

4.3 FORM AND FORMAT OF PROPOSALS

A. The Technical Proposal shall consist of all documents and supporting documentation requested in a single PDF document in a searchable PDF format. Proposers are advised to use hyperlinks for ease of reference throughout the document.
B. The Price Proposal shall consist of the Price Proposal Sheet attached as Exhibit 3.

All documents requiring a signature shall be so signed with a digital electronic signature.

Section V. Contents of a Complete Proposal

All Proposals should include a table of contents with page numbers and sufficient detail to facilitate easy reference to all requested information. The Proposer shall not use a font size smaller than 11- point font or have margins smaller than 1 inch. Tables, captions, and graphics may use a smaller font size.

5.1 PROPOSAL LETTER

The Proposer shall use this document to summarize the acknowledgements and representations made by and agreed to by the Proposer about its proposal. The following information must be included in the letter:

A. Legal Name of the Proposer

B. Address (principal place of business)

C. Telephone Number / Fax Number / E-mail address

D. Federal Employee Identification Number

E. Legal Status (e.g., Corporation, partnership, etc.)

F. Date established

G. Doing Business As (d.b.a.), if applicable

H. Authorized Representative – Who is the Proposer's only point of contact for communication relating to this RFP? If any contact information is different from that provided above, please supply the contact information.

I. Provide information regarding the Proposer's Principal Officers (e.g., President, Vice President, Treasurer, Chairperson of the Board, partners, etc.).

J. Any certifications, authorities, permits, or other information that the Proposer has achieved or maintains.

5.2 TECHNICAL PROPOSAL

The Technical Proposal shall consist of narrative, drawings, charts, tables, etc. intended to convey the

Proposer's response to each of the technical elements identified below. This narrative description shall include the appropriate use of headings and subheadings numbered as follows, and that address, at minimum the following elements described in the sections below. Proposers are encouraged to use hyperlinks to cross-reference sections of the Proposal or to reference external websites or material for illustrative purposes. Material provided through external links are not considered as commitments of the Proposer and therefore may not be evaluated as such

5.2.1 DETAILED SERVICE PLAN

This section shall be limited to fifteen (15) pages.

Proposers are requested to provide a detailed service plan that explains how the service will be provided. At a minimum, this plan must address the following:

5.2.1.A Management and Staffing. The proposal shall provide a management and staffing plan including an organization chart. The manager will be identified and information provided on their experience and skills. If the manager has not been identified, please describe the requirements for this position in terms of both skill and experience. The GVRTA reserves the right to have the selection committee approve the manager once selected. The number and type of staff positions will be described. Identify who (Manager, supervisors, dispatchers, mechanics, etc.) will be responsible for each activity required for carrying out the service plan.

5.2.1.B Employee Hiring, Training and Safety Program. The proposal shall clearly explain the Proposer's standards for hiring employees, the employee training program and ongoing safety and refresher training programs. Explain how these programs meet or exceed FTA and CDOT policies and guidelines.

5.2.1.C Operating Plan. The proposer shall explain, in detail, their operating plan. How will the service plan be provided? When will training and safety meeting time be incorporated into the schedule? How will the proposer provide oversight and supervision? How will the proposer address problems such as breakdowns, bad weather conditions, driver illness, etc.? What redundancies will be available when mechanical or personnel issues arise?

5.2.1.D Maintenance Plan. The proposer shall explain, in detail, their vehicle maintenance plan and their daily vehicle inspection plan. The proposer shall provide experience levels, qualifications and certifications held by the chief mechanic and other mechanics that they propose to have work on GVRTA vehicles. Please include any CNG certifications and experience. If the chief mechanic and/or other mechanics have not been identified, please describe the requirements for these positions in terms of qualifications, certifications, and experience. Explain how the maintenance program meets Federal Motor Carrier Safety Regulations. How are wheelchair lifts maintained? Explain the plan for cleaning the coaches (interior and exterior). Explain the plan for maintaining all bus stops and shelters including snow removal, solar light maintenance, glass cleaning, schedule replacements, and trash removal. (Please note that flag stops along Hwy 135 will require a plow to remove snow from the bus pullouts and all bus stops will need hand shoveling around the structures. Trash removal is required for the flag stops on Hwy 135 only)

5.2.1.E Dispatch and Communications. All GVRTA vehicles are equipped with radios and the GVRTA will provide three handheld radios on the same frequency. The proposal shall clearly explain the Proposer's radio / cell phone system. The proposal shall also clearly explain dispatch procedures, including hours of dispatcher operation and dispatcher responsibilities. How will customers contact the Proposer if they need to schedule a route deviation or if there is a problem with service?

The GVRTA is in the process of building a bus stop on Hwy 50 in Gunnison with restrooms and GVRTA offices. Once complete, dispatchers will be expected to operate out of this facility and to provide face-to-face information to GVRTA passengers regarding the commuter bus service for at least eight hours per day.

Include an explanation of radio procedures when the bus operator is running behind schedule, has a mechanical problem, and when the bus operator has an incident on the bus (such as a dispute, argument with a passenger, or sick passenger).

Include an explanation of procedures for interacting with the GVRTA Bus Operations Manager and to resolve customer service and lost & found issues.

5.2.1.F Americans with Disabilities Act. Explain how your firm will meet the Americans with Disabilities Act requirements for training and service.

5.2.1.G Drug and Alcohol Policy/Testing. Explain how your firm will comply with the FTA requirements for having policies in place to discourage use of tobacco, prohibited drugs and alcohol and to test for prohibited drugs and alcohol.

5.2.1.H Recordkeeping and Reporting. The proposal shall clearly explain the Proposer's system for recording daily activity for the transit system and what records will be accumulated into monthly totals for reporting to GVRTA. You may attach any sample forms presently used (dispatch log, maintenance logs, or monthly reports on ridership, service provided, expenses, revenues, etc.). Explain your experience in keeping records and reporting information on services.

5.2.1.I Vehicles and Facilities. The proposer shall describe any additional vehicles that may be used on the GVRTA route and/or facilities from which operations will be conducted.

5.2.2 QUALIFICATIONS AND EXPERIENCE OF PROPOSER

This section shall be limited to eight (8) pages.

The Proposer shall detail their ability to perform the scope of services set forth in this RFP, which shall include a description of the Proposer's operations and maintenance capability and its methods and resources to perform the Services described in this RFP. At a minimum the Proposer shall provide:

A. Overview of the Proposer's firm/team qualifications and experience in providing local, fixed route services similar to those required in this RFP and the number of years the firm/team has provided these types of public transit services similar in scope, size, and complexity to the work to be performed.

B. Overview of firm's philosophy, policies, and methods to provide superior service delivery and ensure quality, safe, cost efficient, and customer-oriented service.

C. A list of at least one but not more than three of the most current or recent contracts of similar (or reasonably similar) size and scope, for which the Proposer has performed/ or is currently performing local fixed route or commuter bus services. Each contract must be with a separate agency. For each contract listed, Proposer shall include the following information:
   a. Name, email address, and telephone number of client contact.
   b. A description of the transportation services provided.
   c. The length of contract and the base contract price.
   d. The status of the contract, e.g., active, expired, or terminated.
   e. Information about whether the proposer was performing service as a prime or subcontractor.

f. Narrative description of issues or challenges faced in performing the contract and how they were addressed; value added services provided by the Offeror; or other information that distinguishes the Proposer's performance of the contract.

Proposers are advised to confirm the contact's name that has been identified as a reference for the agencies listed in above in this Proposal and that a prompt response to contact from GVRTA or its consultant is necessary for evaluation of the Proposer's proposal.

5.2.3 KEY PERSONNEL

This section shall be limited to fifteen (15) pages. Proposer shall demonstrate that the Key Personnel meet the minimum qualifications described below.

General Manager. The General Manager shall possess five (5) years of progressively responsible experience in the transportation or logistics sector, of which two (2) years may be satisfied through attainment of a bachelor's degree or higher in a related field. The ideal General Manager will have worked in the transit sector with a range of supervisory roles in operations, maintenance, and/or business and administration. The General Manager should also demonstrate excellence in customer service and employee relations; and demonstrate a management approach that is growth-oriented and forward- looking.

Assistant General Manager. The Assistant General Manager shall possess three (3) years of progressively responsible experience in the transportation or logistics sector, of which one (1) year may be satisfied through attainment of a bachelor's degree or higher in a related field. The ideal Assistant General Manager will have worked in the transit sector with a range of supervisory roles in operations, maintenance, and/or business and administration. They should also demonstrate excellence in financial management; and demonstrate a management approach that is growth-oriented and forward- looking. They should also be capable of assuming the General Manager's responsibilities in a seamless manner should that need arise.

Operations Director. The Operations Director shall possess at least five (5) years of progressively responsible experience for operations in the transportation and logistics sector, of which two (2) years may be satisfied by an associate degree or other higher education or related training and certifications. The ideal candidate will have experience in Automated Vehicle Location (AVL)/ Computer Aided Dispatch (CAD), dispatch, and in-service field supervision; demonstrate analytical capabilities necessary to meet the service and performance requirements of this RFP.

Maintenance Director. The Maintenance Director shall possess at least five (5) years of progressively responsible experience for fleet and facilities management in the transportation and logistics sector, of which two (2) years may be satisfied by an associate degree or other higher education or related training and certification. The ideal Maintenance Director will demonstrate excellence in fleet maintenance with emphasis on preventative maintenance; experience in the commissioning of new transit vehicles; and experience with CNG fueled vehicles.

A. The Proposer shall demonstrate that Key Personnel within the organization have or will have adequate training within the first 90 days of work on the Contract in the requirements of:
   a. The Americans with Disabilities Act as far as it applies to transit services
   b. Title VI and other civil rights requirements of the Federal Transit Administration

c. Drug and Alcohol certification
d. National Incident Management Systems Training at levels 100 and 200; ICS 700/800

B. Should it be necessary to replace a member of the Key Personnel, GVRTA shall have the right to interview and comment upon the proposed new Key Personnel as provided for in the contract.

5.2.4 ORGANIZATIONAL STRUCTURE AND VALUES

The Proposer shall specifically and separately address the following:

A. Address the proposed role of the corporate organization in providing management, oversight, and administrative functions supporting the local management structure.

B. Identify proposed local management structure, including an organizational chart, and Key Personnel. Identify the responsible functional area(s) of each position including, but not limited to, position(s) responsible for overseeing compliance with federal requirements, training, safety, security, customer service, operations, and maintenance.

C. Address proposed staffing levels to meet current service requirements, required licenses or certifications of the requisite disciplines, and the availability of personnel other than those listed as Key Personnel, including the extent to which the Proposer intends to retain existing personnel. If the Proposer intends to reduce the workforce, the Proposer shall describe how it will assist employees in finding other roles within the corporate organization or other entities.

D. Discuss the proposed approach to coordination with, reporting to, and accountability to GVRTA's Bus Operations Manager.

The Proposer shall identify the number and type of full-time equivalent personnel that it may employ to perform the Scope of Services in each year of the Contract. The Proposer shall address the following specific issues of interest:

A. The Proposer's approach to retention and recruitment of bus operators and mechanics, including participation in or support for local workforce development programs, internships and apprenticeships, and upskilling of new or existing personnel to promote ladders of opportunity.

B. The Proposer's approach to meeting daily service requirements if sufficient personnel is not available.

C. The Proposer's approach to diversity, equity, and inclusion, at the local level and corporate level.

D. The Proposer's approach to meeting DBE goals. GVRTA places emphasis on the scope, span, and value-added nature of DBE participation.

5.2.5 APPROACH TO PROVIDING SERVICES

This section shall be limited to eight (8) pages. In describing overall understanding and the implementation of contract requirements, the Proposer shall:

A. Demonstrate or indicate understanding of the contract requirements, and include a summary of how the Proposer intends systematically to fulfill the requirements outlined in this RFP.

B. Show how the Proposer will meet and assure quality in meeting GVRTA's Performance Standards as described in Exhibit 13.

C. Provide a description of how the Proposer will innovate or provide "value-added services" to improve efficiency and/or effectiveness of the requirements.

The Proposer shall specifically and separately address the following:

A. How it will internally and externally manage change in public-facing elements of the service such as a decision increase or decrease service frequency, and add new routes or alter existing routes.

B. How it will support GVRTA in meeting system expansion goals during the term of the Contract, including any anticipated changes in staffing levels, necessary capital investments by GVRTA, and any other relevant matters.

5.2.6 SAFETY

This section shall be limited to twelve (12) pages. The Proposer shall demonstrate its commitment to operating GVRTA services in a safe and effective manner by the following:

A. Describing the safety training for all personnel and identify the required safety certifications of all Key Personnel and supervisors.

B. Describing its safety practices including, but not limited to, accident prevention, road supervision, equipment and facility monitoring, maintenance shop safety practices, road calls (failure in service response by maintenance personnel), emergency preparation, accident response, investigation and reporting procedures, accident/incident vehicle clearance, passenger safety including stranded vehicle transfers, service restoration, and training/refresher courses, safety huddles, etc.

C. Indicating how the Proposer will comply with all the requirements related to the federal Drug and Alcohol Testing Program.

D. Describing the Proposer's safety record over the past five years. The Proposer shall indicate any fatal injuries to its employees, customers, or the public while meeting the requirements of the contract. The Proposer shall indicate the cause of the fatality, investigative findings by the Offeror or Authority Having Jurisdiction, claims, or litigation related thereto since January 1, 2019. (This subparagraph (5) does not count towards the page limit and shall be included as an appendix.)

The Proposer shall specifically and separately address the following:

A. What investments or practices can GVRTA undertake to improve customer safety and how would the Proposer suggest to support these efforts?

B. What is the role of technology and field supervision in promoting and accounting for the Company's safety culture?

C. What training, incentives, or other efforts are provided to employees at all levels and across all roles to promote the Company's safety culture?

5.2.7 CUSTOMER SERVICE

This section shall be limited to eight (8) pages. The Proposer shall demonstrate its understanding of the core customer service efforts and how it will meet those requirements. At a minimum the Proposer

shall include:

A. A description of the method for responding to customer inquiries and concerns, tracking and reporting concerns, and developing corrective actions based on feedback. Most customer concerns are expected to be received through the GVRTA Bus Operations Manager, and the Proposer should include a discussion on how they intend to work with the Bus Operations Manager to resolve any issues.

B. An explanation of how the customer service program will be monitored to ensure that the delivery of customer service is of the highest quality.

C. A description customer service training activities and expectations at all levels and across all roles of the of the organization.

5.2.8 TRANSIT ASSET MANAGEMENT CAPABILITIES

This section shall be limited to twelve (12) pages. Describe the Proposer's comprehensive maintenance program that shall meet or exceed GVRTA and OEM requirements. The program must include, at a minimum, the following components: the preventive maintenance program, vehicle repairs, equipment repairs (e.g., seats, video surveillance equipment, etc.), air conditioning and heating maintenance repair, specialized equipment program, parts inventory, record keeping accounting system, and warranties. At a minimum, this description should include:

A. A description of the proposed preventative maintenance program, including levels of inspection, intervals, and the types of inspections and/or components serviced at each interval.

B. A description of road call procedures and other unscheduled maintenance repairs and/or services.

C. A description of which maintenance activities will be performed in house and which will be contracted out.

D. During the term of the Contract, GVRTA may take delivery of new transit vehicles. Describe the approach to departure, incoming, and acceptance inspections, warranty tracking and recovery.

E. Describe the approach and provide examples of component warranty tracking and warranty recovery.

F. Describe the approach and timeline for monitoring and repairing accident damage, including body damage.

The Proposer shall specifically and separately:

A. Describe the process for pre-delivery inspection compliance of Revenue Vehicles, on-site commissioning and decommissioning of Revenue Vehicles, and how the added inspection, compliance, commissioning, and decommissioning tasks would be performed without interfering with existing fleet maintenance operations.

B. Describe how the Proposer will achieve its responsibilities with regard to On-Board

Technologies such as but not limited to: AVL/CAD, radio systems, Automatic Passenger Counter (APC), camera, fare collection systems, destination signs, radio, annunciator systems, GPS systems and other ITS technologies, including how it will inspect, maintain, and upgrade such systems as may be necessary.

C. Describe the Proposer's approach to performing all preventive and routine maintenance activities associated with the Operations and Maintenance Facility, including Equipment.

5.3 PRICE PROPOSAL

A. The Price Proposal shall be fully completed using the Price Proposal Sheet (Exhibit 3) signed by an authorized representative.

B. The Proposer's Price Proposal shall be expressed as a Daily Price for each of the two schedules on the Price Proposal Sheet.

C. The Daily Prices shall be fixed and firm, however they will be adjusted on a pro-rata basis for any missed trips. In submitting the Price Proposal, proposers are advised to consider:
   a. The full Scope of Services described in the Technical Provisions.
   b. The number of anticipated Daily Round Trips in each season of the Initial Contract Term and each Renewal Year.
   c. The anticipated fleet size in each year of the Contract.
   d. The anticipated Major Service Changes in each year of the Contract as described in the pending GVRTA Strategic Operating and Capital Plan.
   e. All provisions in the Form of Contract attached as Exhibit 13.

5.4 REQUIRED ATTACHMENTS

A. Business References
B. DBE Commitment to Comply
C. Price Proposal Sheet
D. List of known Vendors and Subcontractors

5.5 FINANCIAL CAPACITY

Information is needed to enable proposal evaluators to determine the stability and financial strength of the organization. The successful Proposer shall authorize GVRTA to order consumer / business credit report and verify other information necessary to confirm financial capacity. This may include but not be limited to earnings, bank accounts and other asset or liability balances.

5.6 LITIGATION HISTORY

This document shall be provided by the Proposer and shall be a narrative description of the Proposer's litigation history. Proposer shall identify and describe all local, state, and federal proceedings (legal, administrative, regulatory, and otherwise), currently pending against the Proposer or its Principals (to include officers, members, directors, and partners) or concluded adversely to the Proposer, or its Principals, within the past five (5) years.

If the Proposer has not been involved in any litigation within the past five (5) years, Proposer shall provide a written statement indicating such.

Proposer's response to this Section shall be made as an Appendix to the Proposal.

Section VI. Proposal Evaluation Process

The following section describes the process by which proposals will be evaluated and a selection made for a potential award by GVRTA. Selection of the Proposer will be based on a combination of both qualitative technical factors and costs to GVRTA. The award selection will be on a "best value" basis to the responsive and responsible Proposer whose proposal is most advantageous and of the greatest value to GVRTA.

The Proposer's approach to the Technical Proposal value will carry significantly more weight than the Price Proposal. Accordingly, GVRTA may not necessarily make an award to the Proposer with the highest technical evaluation criteria ranking nor award to the Proposer with the lowest price proposal, if doing so would not be in the overall best interest of GVRTA.

6.1 DETERMINATION OF RESPONSIVENESS

A. Proposals will be analyzed for conformance with the instructions and administrative requirements of the RFP. Any proposal that GVRTA finds to be non- responsive may be removed from further consideration.

B. GVRTA may provide an opportunity, as determined in its sole discretion, for a Proposer to cure any minor defect in its Proposal that is administrative in nature. Once notified of a minor defect, the Proposer shall correct said defect within 48 hours (inclusive of weekends or holidays).

C. Only those proposals found to be responsive will be evaluated as described below.

6.2 EVALUATION OF PROPOSALS

The Evaluation Committee will evaluate all responsive proposals as described below:

6.2.1 Technical Evaluation

a. Members of the Evaluation Committee will individually review, comment on, and rate the Proposals using a technical evaluation matrix as described in section 6.3.
b. Evaluation Committee members will submit their ratings and comments to the committee chair, who will aggregate the responses and distribute same to the committee.
c. The Evaluation Committee will meet and confer on the overall scoring, discuss, and reconcile significant scoring differences among the members, and assign a consensus rating to each attribute as shown in the technical evaluation matrix.
d. At its discretion, the committee may request Oral Interviews from any of the Proposers. Oral Interviews are not rated as an independent element of the evaluation process but may be used to adjust or clarify ratings previously established by the Evaluation Committee.
e. Proposers not selected for the short list shall be so notified.
f. Following the Oral Interviews, if any, the evaluation committee will determine a final

consensus rating and rank the shortlisted Proposers accordingly.

6.2.2 Price Proposal Evaluation

a. The Issuing Officer will distribute the price proposal of short-listed Offerors to members of the Evaluation Committee.
b. Members of the Evaluation Committee will individually review, comment on, and evaluate the Price Proposals for clarity and total cost to GVRTA.
c. Evaluation committee members will submit their comments to the committee chair, who will aggregate the responses and distribute same to the Evaluation Committee.
d. The Evaluation Committee will meet and confer on the price proposals, discuss, and reconcile significant differences among panel members, and assign a consensus score to each attribute.

6.2.3 Oral Interviews: Best and Final Offers

a. GVRTA, at its sole discretion, may conduct interviews with the shortlisted Proposers.
b. Oral Interviews, if any, shall be for not more than 90 minutes per Proposer at a time and place determined by the Issuing Officer.
c. The Issuing Officer will advise the Proposer in writing of any specific issues, questions, or concerns regarding the Proposal.
d. Oral Interviews will be generally structured as follows:
    i. Introductory presentation by the Proposer (20 - 25 minutes)
    ii. Questions by the Evaluation Committee (45 - 55 minutes)
    iii. Closing presentation by the Proposer (5 - 10 minutes)
    iv. Each Proposer is limited to no more than five attendees at the Oral Interview, including the proposed General Manager, Maintenance Director, and Director of Customer Service and Marketing; a sixth attendee is permissible if the attendee represents a DBE firm.
    v. No communication made as part of the Oral Interview by either party shall be construed as a commitment of the party unless and until such commitment is made in writing as part of a Best and Final Offer, if any.

6.3 PROPOSAL EVALUATION CRITERIA

The Technical Proposal categories are listed in the order of importance to GVRTA. Weighting of Technical Proposal Categories will be based on the following:

6.3.1 GVRTA considers the elements of the Technical Proposal listed in 5.2.1 - 5.2.4 as the core evaluation criteria with categories listed in 5.2.5 – 5.2.7 as being most likely to significantly distinguish among the proposals. That is, a successful Proposer would mostly likely have to rate as “Outstanding” or “Exceeds Requirements” in all of 5.2.1 - 5.2.4 in order to be considered for shortlisting to Oral Interview but those Proposals which are also rated as “Outstanding” or “Exceeds Requirements” in 5.2.5 – 5.2.7 being the most susceptible to award.

6.3.2 GVRTA further advises that where “specific areas of interest” are listed in each element of the technical proposal (5.2.1 – 5.2.7), the Offeror’s response to those items will be given added favorable consideration by the Evaluation Committee.

The Evaluation Committee shall utilize the following assessment ratings in its evaluation of each element of the Technical Proposal (Sections 5.2.1 through and including 5.2.7):

5 = Outstanding – the proposal clearly demonstrates an understanding of GVRTA's goal(s) for the area of evaluation; demonstrates a well-resourced and thorough technical approach to the area of evaluation; identifies resource or process redundancies to mitigate potential operational, technical, or administrative risks; and/or provides several elements of added value to meet the requirements.

4 = Exceeds Requirements – the proposal clearly demonstrates an understanding of GVRTA's goal(s) for the area of evaluation and demonstrates a well-resourced and thorough technical approach in this area of evaluation and presents some specific elements to the technical approach that may add value to meeting the requirements.

3 = Meets Requirements – the proposal indicates an understanding of all technical requirements and demonstrates sufficient resources and technical approach to meet GVRTA's goals in this area of evaluation.

2 = Marginally Acceptable – the proposal meets most of the technical requirements but may have a one or two material weaknesses that could be mitigated or improved through clarification of intent, further explanation, or minor adjustment to the technical approach.

0 =Unacceptable – the Proposer does not provide sufficient information for evaluation or contains several material weaknesses that cannot be reasonably or reliably mitigated or improved without a significant change of approach by the Offeror.

Section VII. Protest Procedures

Prior to a submission of a protest relating to or arising from this Request for Proposals, all parties shall use their best efforts to resolve concerns raised by an interested party through open and frank discussions. Protests shall be concise and logically presented to facilitate review by GVRTA. Failure to substantially comply with any of the requirements of these Protest Procedures may be grounds for dismissal of the protest. Protests shall include the following information:

a. Name, address, fax and telephone numbers of protester;
b. Solicitation or contract number;
c. Detailed statement of the legal and factual grounds for the protest, to include a description of resulting prejudice to the protester;
d. Copies of relevant documents;
e. Request for a ruling by GVRTA;
f. Statement as to the form of relief requested;
g. All information establishing that the protester is an interested party for the purpose of filing a protest; and
h. All information establishing the timeliness of the protest.

All protests filed directly with GVRTA will be addressed to the executive director of GVRTA or other official designated to receive protests. Protests based on alleged apparent improprieties in the RFP Documents and solicitation procedures or evaluation and award criteria shall be filed at least ten (10) calendar days before the RFP submittal date. Failure to promptly file a protest based on solicitation procedures or evaluation and award criteria shall be deemed a waiver of the right to pursue a protest. In all other cases, protests shall be filed no later than five (5) calendar days after

the basis of protest is known or should have been known, whichever is earlier, but no later than ten (10) days after the RFP due date.

Action upon receipt of a protest shall be as follows:

a. Upon receipt of a protest before award, a contract may not be awarded, pending resolution of the protest, unless contract award is justified, in writing, to be in the best interest of GVRTA.
b. If award is withheld pending GVRTA resolution of the protest, GVRTA will inform the respondents whose RFPs might become eligible for award of the contract. If appropriate, the respondents will be requested, before expiration of the time of acceptance of their RFPs, to extend the time for acceptance to avoid the need for re-solicitation. In the event of failure to obtain such extension of time, consideration should be given to proceeding with award.
c. Upon receipt of a protest within ten (10) days after contract award, GVRTA shall immediately suspend performance, pending resolution of the protest, including any review by an independent higher-level official, unless continued performance is justified, in writing, for urgent and compelling reasons or is determined, in writing, to be in the best interest of GVRTA.
d. Pursuing GVRTA protest does not extend the time of obtaining a judicial stay, injunction, or other remedy.
e. GVRTA shall make its best efforts to resolve protests within 20 days after the protest is filed. To the extent permitted by law and regulation, the parties may exchange relevant information.
f. GVRTA protest decision shall be well-reasoned and explain GVRTA's position. The protest decision shall be provided to the protestor using a method that provides evidence of receipt.

Section VIII. General Contract Provisions

8.1 CONTRACT PROVISIONS

A. The GVRTA will require certain conditions in the Contract Awarded as a result of this RFP. The form of contract is attached as Exhibit 13. The form of contract will be amended to include the terms of the successful proposal. Any questions regarding the form of contract should be submitted per Section 2.11.
B. The Uniform Guidance Contract Clauses for Federal Funding shown in Exhibit 1 shall apply to this Contract.
C. The Federal Transit Administration Specific Clauses shown in Exhibit 2 shall apply to this Contract.
D. The Contract shall comprise relevant portions of the RFP, the Proposer's Offer as made in the Technical and Price Proposal, and as accepted by GVRTA, Proposal Appendices, a formula for rate adjustments, Forms, and Reference Documents. The Contract Award shall require approval of GVRTA Board of Directors before it can be executed by the GVRTA Executive Director.
E. The Proposer's responsibility must solely rest with one firm or legal entity, which shall not be a subsidiary or affiliate with limited resources. The Proposal Letter must clearly indicate the firm or entity responsible for contract execution.
G. A Proposer requesting any exceptions or modifications to the Contract shall so indicate as an Appendix to their Proposal. Proposers should make efforts to raise questions or concerns regarding the Contract during the question-and-answer period. Requested exceptions or modifications to the Contract shall not be binding upon GVRTA and shall be further considered

only if the Proposer is deemed most susceptible to award.

H. GVRTA shall have no obligation to approve exceptions or changes to the Contract.

Section IX. Transition Plan

9.1 TRANSITION PLAN

In the event that this solicitation results in the selection of a new vendor for the services identified in this RFP, the following shall apply:

A. Within 14 Days of Notice of Intent to Award, the Proposer shall update the Transition Plan initially provided in the Offer and submit to the GVRTA Project Manager for review and comment. The Transition Plan shall contain sufficient detail for GVRTA to understand processes, resources, personnel, and timelines necessary to achieve an effective and smooth transition and start-up process for the Proposer to assume responsibility for all required operations and maintenance by the Start of Service Date.

B. The transition plan must include:
   a. Contact information for the Proposer's Key Personnel, primary corporate representative, and all other corporate discipline leads (human resources, IT, etc.) involved in the transition.
   b. A schedule of all transition activities using a Gantt chart or critical path methodology.
   c. A risk management matrix that identifies potential problems during the transition period along with a descriptive plan for mitigating these problems.
   d. A matrix of all plans required in the Technical Provisions and the status of development and comment or approval by GVRTA, as applicable.
   e. The Proposer's staffing plan, status of hiring and onboarding personnel including drug and alcohol testing, background checks, and training activities.
   f. A matrix of all required permits, licenses, insurances, and the status thereof.
   g. The designation of third-party auditors for Vehicles, Equipment, and Inventory and the status of audits, if any.
   h. A budget for use of the Allowance for Transition and Start Up.

C. The Proposer shall submit a status report on the Transition Plan to the GVRTA Project Manager by 2:00 PM on each Friday until the Start of Service and on a schedule mutually agreed upon thereafter. The update shall identify any actions necessary by GVRTA to ensure the smooth transition of responsibilities.

9.2 STATUS, AUDIT AND REPAIR OF REVENUE VEHICLES AND EQUIPMENT

9.2.1 GVRTA warrants the number and status and condition of all Revenue Vehicles and Equipment as provided in the Reference Documents as of the Contract Start Date

9.2.2 The Proposer may elect to have an independent third-party perform an initial and final inspection of Vehicles, Equipment, Facilities, and Inventory to be assigned to the Proposer as of the Start of Service. The Proposer may designate the independent third-party auditor(s) subject to GVRTA's approval which shall not be unreasonably withheld. The cost of the inspections shall be shared equally by GVRTA and the Proposer (with the Proposer's share being charged against the Transition and Start-Up Allowance.)

9.2.3 The Independent Third-Party Auditor shall provide an Initial Inspection Report to GVRTA and the Proposer. The Initial Inspection Report shall contain price estimates to return all vehicles, facilities, and equipment to state of good repair standards established in the National Transit Database as of the Setting Date, except as may be jointly agreed up by GVRTA and the Proposer.

DRAFT EXHIBIT 12: LIST OF GVRTA ASSETS

- **Vehicles:**
  - To be leased to Proposer for $1

GVRTA Vehicle ID	Owner	Year Built or Manufactured	Acquisition Date	Used or New	Mileage at time of acquisition	Manufacturer	Model	Seating Capacity	Fuel Type	In-service Date	VIN	License Plate	Title Number	ADA Accessibility	Current Mileage
505	GVRTA	2016	9/20/2016	New	1,400	MCI	D4500	57	Diesel	10/1/2016	1M8PDMBA9HP014323	UQD017	40B110781	Lift-equipped	
504	GVRTA	2016	9/20/2016	New	1,400	MCI	D4500	57	Diesel	10/15/2016	1M8PDMBA7HP014322	UQD018	40B110782	Lift-equipped	
506	GVRTA	2017	5/5/2017	New	4,152	MCI	D4500	57	CNG	5/31/2017	1M8PDM3AXHP014569	DQAD18	40E215577	Lift-equipped	
503	GVRTA	2018	10/1/2018	New	1,400	MCI	D4500	57	CNG	10/2/2018	1M8PDMYA5KP015175	DAI275	000452333	Lift-equipped	
501	GVRTA	2019	5/13/2019	New	1,376	MCI	D4500	57	CNG	5/23/2019	1M8PDMYA5KP015449	BBWH42	001481800	Lift-equipped	
502	GVRTA	2019	5/13/2019	New	1,390	MCI	D4500	57	CNG	5/17/2019	1M8PDMYA1KP015450	BBWH43	001326466	Lift-equipped	
500	GVRTA	2020	10/5/2020	New	1,572	MCI	D4500	57	CNG	10/28/2020	1M8PDMYAXLP015965	BJOF42	004344473	Lift-equipped	
507	GVRTA	2021	8/12/2021	New	1,535	MCI	D4500	57	CNG	9/21/2021	1M8C2WF13MP082928	BSJ591	006144227	Lift-equipped	
508	GVRTA	2023	5/1/2023	New	1,804	MCI	D4500	57	CNG	5/31/2023	1M8C2WF17PP106555	DQAD16	009389067	Lift-equipped	
509	GVRTA	2023	5/8/2023	New	1,695	MCI	D4500	57	CNG	5/31/2023	1M8C2WF17PP106556	DQAD17	009382415	Lift-equipped	
510	GVRTA	2025	TBD	New	TBD	MCI	D45CRT	57	Diesel	TBD	TBD	TBD	TBD	Lift-equipped	
511	GVRTA	2025	TBD	New	TBD	MCI	D45CRT	57	Diesel	TBD	TBD	TBD	TBD	Lift-equipped	
512	GVRTA	2025	TBD	New	TBD	MCI	D45CRT	57	Diesel	TBD	TBD	TBD	TBD	Lift-equipped	
513	GVRTA	2025	TBD	New	TBD	MCI	D45CRT	57	Diesel	TBD	TBD	TBD	TBD	Lift-equipped	
514	GVRTA	2025	TBD	New	TBD	MCI	D45CRT	57	Diesel	TBD	TBD	TBD	TBD	Lift-equipped	

- **Maintenance Facility located at 905 W. Evans Avenue and bus parking lot at 500 S. 9th. Street, Gunnison, CO**
  - To be leased to Proposer for $1 for maintaining and parking GVRTA vehicles
    - If Proposer proposes to maintain and/or store other vehicles at this facility, a lease price will be negotiated
  - Approximately 9,447 square feet
  - Six drive-through bays (four maintenance and two wash bays)
  - Office space, storage space, and restroom
  - This space is the primary maintenance facility for GVRTA operations.
  - GVRTA equipment included with this space:
    - Four 18,500 lbs. capacity Stertil-Koni Mobile Column Lifts
    - Tire Changing Equipment
    - X
    - X
    - X
    - X
  - Proposer will pay for all snow removal and utilities

- **Bus Storage Facility located at 100 Bifano Road, Crested Butte, CO**
  - To be leased to Proposer for $1 for parking and light maintenance of GVRTA vehicles
    - If Proposer proposes to store other vehicles at this facility, a lease price will be negotiated
  - Approximately 7,2120 square feet
  - Six bays (five storage and one wash bay)
  - Proposer will pay for all snow removal and utilities
  - Four of the six garage bays shall be dedicated to GVRTA service and the other two shall be dedicated to CDOT's Bustang Outrider service. If the chosen Proposer is a provider other than CDOT's operator, then GVRTA will work with CDOT and/or their operator to ensure equitable sharing of the cost of utilities and snowplowing of the Bifano Rd. facility between the two providers.

- **Nine Deed-Restricted Housing Units for Proposer's Employees.**
    - Proposer will lease these nine units from GVRTA under a master lease for a total of $8,100.00 per month (to be deducted from monthly invoice) per the Sample Master Lease Agreement - Exhibit 5.
    - Restricted to employees of the Proposer working on GVRTA services at least 30 hours per week.
    - Proposer will lease these units to its employees per the Sample Tenant Lease - Exhibit 6.
    - Tenants will be responsible for all utilities, trash, snow removal, etc. and Proposer will be responsible for these expenses if a unit is empty.
    - Housing Units:
        - Five-plex located at 117 Chipeta Court, Gunnison, CO
            - Five 2-bedroom, 1.5 bathroom, approx. 1,185 square feet each.
        - Townhouse located at 104 Ouray Lane, Unit A, Gunnison, CO
            - 2-bedroom, 1.5 bathroom, approx. 1,283 square feet.
        - Townhouse located at 107 Ouray Lane, Unit A, Gunnison, CO
            - 2-bedroom, 1.5 bathroom, 1,283 square feet.
        - Townhouse located at 110 Ouray Lane, Unit A, Gunnison, CO
            - 3-bedroom, 1.5 bathroom, approx. 1,152 square feet.
        - Condominium located at 118 Seventh Street, Unit G, Crested Butte, CO
            - 2-bedroom, 1.5-bathroom, approx. 969 square feet.

- **Bus Stop Facility located at 301 W. Tomichi Avenue in Gunnison**
    - The GVRTA is in the process of designing and constructing a 1,200 square foot enhanced bus stop and office space with parking at this location.
        - This building will include public restrooms, a public waiting area and two or three office spaces for Proposer's staff to use as offices and/or break rooms.
        - Estimated completion is in 2026.
    - Once this is complete the Proposer will lease this building for $1 and will staff the building with a dispatcher during regular office hours (8-5 M-F) and will be used for lost and found.
    - Proposer will pay for all snow removal, utilities and cleaning of the public areas.

DRAFT Excerpts from Exhibit 13 - Form of Service Contract with GVRTA

Section I. Scope of Services

1.1 GENERAL SERVICE PLAN

Commuter Bus transit services will be provided in the HWY 135 corridor using accessible vehicles supplied by the GVRTA. These vehicles during the initial term of the contract will consist of fifteen (15) 57 passenger MCI commuter coaches and future coaches purchased for the service described in this RFP and in Exhibit 12 that will be leased to the Contractor for a fee of $1 per year. These coaches are available for inspection by contacting the Executive Director. A service map and draft schedules follow on the next pages. Details of the services to be operated follow in this section. Eight peak vehicles and two back-up vehicles are required to operate the service. The GVRTA will provide the vehicles for use in this contract. If future service requires more coaches, the GVRTA will purchase them and lease them to the Contractor as described above.

GVRTA regional services are limited Commuter Bus (CB) services and as such do not have ADA Paratransit requirements. However, it is the GVRTA's intention that minor deviations that can be accomplished within the scheduled time will be provided in order to minimize the need for separate services for passengers who cannot access the bus stops.

The GVRTA maintenance facility at 905 W. Evans St. in Gunnison, Colorado, the bus storage lot at 500 S. Ninth Street in Gunnison, Colorado, and 2/3rds of the GVRTA bus storage facility at 100 Bifano Road in Crested Butte, Colorado will be leased to the Contractor for $1 per facility per year.

The bus storage facility on Bifano Road will be shared with the operator of CDOT's Bustang-Outrider service between Crested Butte and Denver. Four of the six garage bays shall be dedicated to GVRTA service and the other two shall be dedicated to CDOT. If the Contractor is not CDOT's operator, then GVRTA will work with CDOT and/or their operator to ensure equitable sharing of the cost of utilities and snowplowing of the Bifano Rd. facility between the two providers.

If the Contractor wishes to perform maintenance on other vehicles not owned by GVRTA in the maintenance facility, GVRTA may choose to allow such maintenance to occur and may negotiate an additional lease amount for the additional use of the facility (which would be deducted from the monthly invoice.) Utilities and snowplowing will be paid by the Contractor for all of these facilities.

The Contractor will lease the eight deed restricted housing units in the Lazy K subdivision in Gunnison and one deed restricted housing unit in Crested Butte owned by the GVRTA. These units will be rented to Contractor's employees who work on GVRTA services for at least 30 hours per week. All of these units will be leased on a master lease to the Contractor for $900 per month each whether occupied or not (rent of $8,100 per month shall be deducted from the monthly invoice) for the duration of the contract. The Contractor shall charge rent of $1,000 per month for each housing unit and the Contractor shall be the (or shall hire a) property manager for these housing units. A sample master lease is attached to this RFP as Exhibit 5 and a sample lease between the Contractor and their employee is attached as Exhibit 6.

The GVRTA is in the process of designing and constructing a 1,200 square foot enhanced bus stop and office space with parking at this location. This building will include public restrooms, a public waiting

area and two or three office spaces for Contractor's staff to use as offices and/or break rooms. GVRTA estimates that this building will be complete in 2026. Once it is complete, the Contractor will lease this building for $1 and will staff the building with a dispatcher during regular office hours (8-5 M-F). Contractor will use this building for lost and found items. Contractor will pay for all snow removal, utilities and cleaning of the public areas.

The Contractor will be responsible for maintaining all GVRTA vehicles used on this service and for coordinating any major maintenance with qualified external contractors. GVRTA will reimburse the Contractor for the cost of fluids and parts (actual cost) and wages (as specified in the Price Proposal Sheet) for maintaining all GVRTA vehicles with the exception of body panel repairs due to accidents.

The Contractor will be responsible for washing the exterior and cleaning the interior of GVRTA vehicles such that each vehicle used on the bus route on one day is washed and cleaned before it is put back into service on a subsequent day. This service (including supplies to perform this service) should be included in the daily price proposed in Exhibit 3.

All office supplies, cleaning supplies for vehicles and facilities, and other tools and supplies necessary to run the system should be included in the daily price proposed in Exhibit 3.

Following are the current schedules and route. The final routes and schedules will be negotiated with the Contractor, including the routing and stops in outlying communities. Changes that improve operational efficiency and still meet the needs of the public will be considered.

Route Proposed for Service Between Gunnison and MT. Crested Butte:

Major bus stops are indicated.

- In Mt. Crested Butte, the bus will stop at the Mountaineer Square transit center.
- In Crested Butte the bus will stop at the Four-Way stop in both directions.
- In CB South, the bus will stop at the Red Mountain Park bus stop in both directions.
- Between Gunnison and Crested Butte (in both directions), the bus will stop at flag stops if requested at the Tall Texan, Ohio Creek, Almont, Riverland, Brush Creek, and Riverbend.

The bus will follow the route indicated on the next page (not to scale):


WE MOVE YOU
RTA
GUNNISON VALLEY
MTN CRESTED BUTTE TRANSIT CENTER
CRESTED BUTTE 4-WAY STOP
RIVERBEND (FLAG STOP)
BRUSH CREEK (FLAG STOP)
RIVERLAND (FLAG STOP)
CB SOUTH
ALMONT (FLAG STOP)
OHIO CREEK (FLAG STOP)
TALL TEXAN (FLAG STOP)
LEGEND
BUS STOP
BUS STOP w/ DIRECTION
FLAG DOWN BUS STOP
BUS ROUTE DIRECTION
N COLORADO
SPENCER
135
11TH
GUNNISON COMMUNITY SCHOOLS
DENVER
MAIN
COLORADO
GEORGIA
TELLER
SPRUCE
VIRGINIA
TOMICHI / HWY 50

The proposed schedules are as follows, but may be amended by GVRTA by adjusting, adding or deleting round-trips.

Winter Schedule

Forty-One Trip Schedule
(See Exhibit 7)

Spring/Summer/Fall Schedule

Thirty-Three Trip Schedule
(See Exhibit 8)

The schedules may also be modified if needed in order to meet the needs of the communities. The Contractor will be given at least six weeks' notice of any changes in services.

Section 1.2 describes the scope of services for the public transit contract; section1.3 describes the information that must be provided by the Contractor as part of the response to this RFP.

1.2 CONTRACTOR RESPONSIBILITIES

1.2.3. Vehicles & Vehicle Maintenance

a) The GVRTA will provide at least 15 vehicles that will be leased to the contractor (MCI Commuter Coaches and any additional coaches purchased by the GVRTA – currently eight are CNG powered and seven are diesel powered). These vehicles must be maintained in the condition that they are received: accessible, clean, safe and be able to meet vehicle safety standards. The GVRTA goal is to have a passenger enter a vehicle and not be able to tell if they are on the newest or oldest vehicle in the fleet. The Bus Operations Manager and successful Contractor will conduct a joint vehicle inspection at the beginning of the contract. The lease will be at a rate of $1 per year per vehicle.

1.2.4. Operating Standards and Compliance

a) Contractor will provide services that are reliable, safe, with drivers who are well-trained and have good customer service skills.

b) Employees will be well-groomed, and wear name badges and identifying insignia or uniforms. (This could be a uniform shirt, vest, or hat, or a complete uniform.).

c) Contractor will provide a training program for new employees and refresher training at regular intervals for current employees. An ongoing safety program will be part of operations. A list of employees will be maintained, with Motor Vehicle Records checked annually and Criminal Background checks completed upon hiring.

d) Contractor will submit an Employee Training Report annually in December. This report will include the training dates for each employee on at least the following trainings along with copies of the training materials used in the various trainings.

i. Training on RTA Transit Policies and Procedures
ii. Training on inclement weather procedures
iii. Drug & Alcohol awareness training (at least 2 hours required)
iv. ADA equipment training – annually
v. ADA sensitivity training (PASS Training) – minimum every 3 years

vi. Defensive Driving Training– minimum every 3 years
vii. Operation of MCI Coach training
viii. Post-trip procedures training
ix. Pre-trip procedures training
x. RTA Route Training
xi. Protocol for announcing stops
xii. General safety rules
xiii. Contractor company policy and hours of service regulations
xiv. Emergency procedures
xv. Required record keeping training
xvi. Reasonable suspicion drug and alcohol testing procedures – all supervisory employees
xvii. Vehicle maintenance training – mechanics, assistants, and technicians

Section II. Labor & Personnel in General

2.1 PERSONNEL

The Contractor shall:

A. Designate an Operations Manager dedicated to the operations of the GVRTA transit service system. During the time that this person is unavailable, Contractor shall designate another manager or dispatcher that can immediately address complaints regarding missed stops and early and late departures. When the designated Operations Manager is unavailable, the GVRTA Operations Manager shall have direct phone access to Contractor personnel that can contact drivers.

B. Have sufficient Bus Operators that have a current Commercial Driver's License (including any necessary special certifications) to ensure that GVRTA vehicles are utilized whenever they are available. If it is necessary to use a driver without a Commercial Driver's License, the Contractor may not charge GVRTA for the use of a vehicle not owned by GVRTA if necessitated by the lack of drivers with commercial driver's licenses.

C. Have dispatchers, mechanics, training and supervisory personnel, and other staff necessary to meet the requirements of the Contract. Unless otherwise described or enumerated in the Technical Provisions, the Contractor shall have the sole right to determine staffing levels, job descriptions, and work duties of all personnel.

D. Be solely responsible for the satisfactory work performance of all its employees and subcontracts.

E. Shall hold GVRTA harmless from any liability, damages, claims, costs, and expenses of any nature arising from alleged violations of personnel practices.

F. All Key Personnel and Bus Operators shall be employees of the Contractor. Subcontracting of Bus Operators shall not be permitted.

G. Regularly update and provide to the GVRTA Project Manager its organizational chart and contact information for Key Personnel, including notification of which Key Personnel shall be in the role of "emergency duty officer" and during which time period.

Section V. Customer Service

5.1 CUSTOMER SERVICE AND RELATIONS

The Contractor shall:

A. Ensure that all GVRTA customers are treated with dignity, respect, civility, and professionalism by the Contractor's employees and subcontractors.

B. Cooperate and comply with reasonable requests by GVRTA to distribute notices, schedules, or other promotional materials to passengers in connection with the Services.

C. Assist GVRTA with the review, investigation, and responses to all customer and public inquiries, complaints, requests, and commendations within five Business Days of receipt.

D. Attend a reasonable number of public meetings convened by GVRTA, elected officials, community organizations, or others as requested by the GVRTA Executive Director to receive feedback and input on GVRTA services.

E. Ensure that all Representatives are knowledgeable of all aspects of the GVRTA service including routes, locations of stops, fares, connecting services, and special programs; ensure that all Representatives have general knowledge of aspects of other area mobility options.

F. Ensure that service alerts are posted on the Transit dashboard in a timely manner and that all alerts are clear, concise, professional, and follow a mutually agreed upon template when such template is appropriate for the reason for the alert.

5.2 COMPLAINTS AND INQUIRIES

5.2.1 In general, all customer inquiries and complaints are logged and will be referred to the Contractor by the GVRTA Bus Operations Manager; however, the Contractor shall also log any customer inquiries and complaints directly received by mail, phone, email, social media, or in person.

5.2.2 Contractor shall thoroughly review, investigate, and respond to all complaints and inquiries within five (5) Business Days. Contractor shall provide a monthly log of complaints and inquiries to the GVRTA Project Manager along with a description of the action(s) taken to resolve the complaint or inquiry, as appropriate.

5.2.3 Complaints regarding service planning or other matters outside the purview of this Contract shall be referred to the GVRTA Bus Operations Manager for review, investigation, and response.

5.3 MARKETING

5.3.1 In general, GVRTA is responsible for developing and implementing marketing activities ideas to increase awareness and benefit of GVRTA services, and for specific subgroups, geographic areas, new services, and programs as may be proposed by the Strategic Operating Plan.

5.3.2 In addition, the Contractor may be asked to operate Revenue Vehicle(s) (not in service) for public special events as requested by the GVRTA Project Manager. Only extending hours on existing routes would be requested. Areas not currently served by existing GVRTA routes will be not

considered.

5.4 MEDIA RELATIONS

5.4.1 Unless otherwise directed by the GVRTA Project Manager, the Contractor shall notify the GVRTA project manager of and promptly respond to all media inquiries regarding GVRTA services except when such inquiries relate to GVRTA policy or budget issues matters outside of the Contractor's responsibilities. Such inquiries shall be directed to the GVRTA Project Manager.

5.4.2 The Contractor shall cooperate with GVRTA in responding to all Colorado Open Records Act (CORA) requests in accordance with the GVRTA Open Records Policy.

Section VIII. Performance Standards

8.1 PERFORMANCE STANDARDS

a. Services provided by the Contractor shall be operated at a high quality to the customer. The performance standards listed in the table included in this section shall be eligible for incentive payments or liquidated damages monthly.
b. Preventive maintenance will be logged by the Contractor in Samsara or some other Fleet Management software and shared monthly with GVRTA Personnel.
c. Contractor will be responsible for ensuring that ADA equipment is functional and that drivers are adequately trained to utilize equipment on demand. GVRTA personnel may ask Contractor's employees to demonstrate that they are able to use ADA equipment.
d. Vehicle cleanliness will be determined by observation.
e. All vehicle crashes are to be reported by the Contractor.
f. GVRTA will track performance monthly on Swiftly Real-Time Passenger Information Analytics. Monthly performance reports shall be shared and discussed with Contractor. If the Contractor does not agree with aspects of the performance reports, performance shall be verified on the Contractor's GPS tracking device.
g. Contractor acknowledges the difficulty in precisely defining the damages to GVRTA and acknowledges and agrees that the defined amount of liquidated damages is a reasonable approximation thereof for GVRTA's potential losses related to useful life of vehicles, additional performance oversight, responding to customer concerns elevated above the protocols established herein and otherwise.
h. Performance Standards shall be jointly evaluated at the beginning of each Contract year and may be adjusted by written agreement with the GVRTA Executive Director adjusted to conform to the annual goals of GVRTA. Any update to the Performance Standards shall be agreed upon no later than 30 days prior to the start of each contract year.
i. Liquidated damages shall not be assessed for failure to meet Performance Standards if they are judged to be the result of events that are outside the control of the Contractor.
j. The assessment of Liquidated Damages as provided under this Contract shall in no way whatsoever relieve the Contractor of its obligations to provide the Services required by the terms of this Contract. Assessment of Liquidated Damages for any violation(s) on one or more occasion does not constitute a waiver of GVRTA to terminate the Contract for any violations on any other occasions. Remedies described in this paragraph and in the Termination of Agreement for Default clause shall be cumulative and not alternative
k. Performance incentives shall be capped at 1.5% of total Daily Trip payments annually.

8.2 INCENTIVES AND LIQUIDATED DAMAGES

Activity	Basis of Measurement	Begins	Incentive	Liquidated Damages
Preventive Maintenance Inspections	Total Inspections Due	Contract Start Date	None	$500 per instance where a preventative maintenance was not performed in the required interval. $1,000 if non-performance led to a breakdown.
ADA Compliance	Observation	Contract Start Date	None	$100 per instance if a wheelchair lift or kneel feature does not function when requested by a passenger or requested by GVRTA personnel while the bus is in Revenue Service. $1,000 per instance where Bus Operator behavior causes a violation of ADA requirements.
Preventable Vehicle Crashes per 100,000 miles	Reports	Contract Start Date	None	$1,000 per preventable crash more than 1.1 per 100k miles
Customer Satisfaction as measured by ratings	Transit App	Contract Start Date	$500 per month for a rating of 4.8, by "GO" users on the Transit App measured on the last day of the calendar month. $1,000 per month for a rating of 4.9 or 5.0	None
On-Time Performance – Late Departure*	Swiftly	Contract Start Date	$1000 per month for 95% on-time performance.	None
On-Time Performance – Early Departure*	Swiftly	Contract Start Date		$100 per instance of an early departure from a scheduled stop.
On-Time Performance – Missed Departure*	Swiftly	Contract Start Date		$200 per loop* (in addition to a pro-rata deduction on the invoice for not running the loop). $400 per loop if is the last loop of the evening.

Late* - A northbound bus is considered late if it arrives at the Spencer and Hwy 135 bus stop for the northbound departure more than 10 minutes after the scheduled time. A southbound bus is considered

late if it arrives at the Crested Butte 4-Way bus stop for the southbound departure more than 10 minutes after the scheduled time.

Early* A bus is considered to have left early if it leaves the following stops more than thirty seconds prior to the scheduled departure time: Gunnison Library, Pine & Hwy 50 (Safeway), Spencer & Hwy 135, CB South Northbound, Mt. CB Transit Center, CB 4-Way Southbound, CB South Southbound. Each early departure from each of these stops will count as an instance for the above table.

Misses* A miss is defined as when an entire loop is missed and there is no reasonable excuse (road closures, accidents, mechanical difficulties). Lack of a driver is not considered a reasonable excuse. A loop is defined as starting and ending at the point of origin. Misses will be verified on Swiftly and/or Samsara or other GPS tracking devices.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

January 12, 2024

Gunnison County Commissioners Board Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:01 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty and Steve Morris (via ZOOM)

Also present are Scott Truex, Leia Morrison, Bill Tomcich (Air Planners), Dean Herrara (via ZOOM - Alpine Express), Danny Bartelli, and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF DECEMBER 8, 2023 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported on the operational issues that have occurred this week. He will keep the board updated on the winter weather conditions that are predicted for this weekend. The airport restaurant is moving forward but is experiencing some delays but hope to be operational by the 22nd. There was discussion about the delayed and diverted flights.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that TAPP is still marketing flights, targeted the Texas area.

5)Bus service update

Scott Truex reported that December ridership was up 14%, and that the RTA carried over 44,000 passengers in the month. He also reported that the RTA carried 327,692 passengers in 2023 which is up 31% over 2022. Alpine Express didn't complete about 1% of December's trips due to a lack of drivers. However, Alpine Express has announced that new driver recruitment has been successful and this driver shortage should be resolved in the next week or so. The concrete project at the bus maintenance facility is complete, and the new lot has been

purchased. Scott reported that we are awaiting a transformer for the new facility at the north end of the valley. The senior transportation contracts are signed, and Scott reported that the service area for Gunnison Valley Health (GVH) is three road miles from the City border and that anyone outside of the three miles is covered by Mountain Expresses service. The new van for GVH has been ordered and should be here in a month. Laura Puckett Daniels requested that the notifications for bus cancellations be on the app earlier. There was a discussion about air quality on the RTA buses.

6)Air Service Update

Bill Tomcich commended Bella Biondini's article in the Gunnison Country Times. Bill reiterated that with the new procedures the Skywest aircrafts that are outfitted with the satellite navigation system need less than a mile of visibility; previously, they needed three miles of visibility, which is a dramatic improvement. He believes that this improved reliability is contributing to the increase in advanced bookings. He also reported that December was our first December where GUC experienced 100% completion and that GUC experienced 17% more passengers, the strongest December in terms of passenger numbers since 2005. Bill reported for bookings, we are now seeing double-digit increases for January - March. For spring, United Airlines has extended its second daily flight through April 8th. We will be down to one flight a week for 6 weeks this spring. The summer schedule will resume with a twice daily from Denver and a weekend flight from Houston, on May 23 and 24th. This summer schedule is beginning 10 days earlier than it did last year. Based on our current levels of success, Bill feels confident approaching the carriers to request more service. Laura Puckett Daniels requests that Bill also track other disruptions, including extreme delays and their causes. Rick Lamport added that it would be good to see this data compared to similar mountain airports. Bill will be providing reports with data as requested.

G. PUBLIC COMMENT PERIOD

No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

Scott Truex asked when the City of Gunnison will appoint another board member. Diego Plata reported that staff recommended to council that only one council member be representative on the RTA. Scott informed the board that having two elected officials from each municipality is a State of Colorado statutory requirement. Diego thanked Scott for the clarification and reported that on Tuesday the 23rd, Gunnison City Council will appoint two members to sit on the RTA board.

I. New Business

1) Election of officers of the GVRTA for 2024
   Laura Puckett Daniels ***moved to nominate the 2024 GVRTA officers as follows: Janet Farmer as Chair, Liz Smith as Vice Chair, Jason MacMillan as Treasurer, and Diego Plata as secretary.*** Jason MacMillan seconded the motion.
   The motion passed unanimously.
2) Review and possible authorization of window art on buses for CB State of Mind.

The board recommended a couple of edits including, adding an additional form of contact other than a QR code and making "CB State of Mind" more prominent. Cole Cooper from CB State of Mind said he would look into these potential edits and will send another draft to Scott Truex. Liz Smith ***moved to approve the bus window art on buses for the CB State of Mind with any edits in the context of this conversation***, and Laura Puckett Daniels seconded.
The motion passed unanimously.

3) Authorize the Board Chair to sign a contract with Fehr and Peers for consultant services to develop a Strategic Operating and Capital Plan for GVRTA's Commuter Bus Service for an amount not to exceed $82,000. Diego Plata ***moved to approve authorization of the board chair to sign a contract with Fehr and Peers for an amount not to exceed $82,000***, and Liz Smith seconded.
The motion passed unanimously.

The meeting adjourned at 8:53 am

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on February 16, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

February 16, 2024

Crested Butte Council Chambers

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:05 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty, Steve Morris, and Matt Schwartz

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich (Air Planners via ZOOM), Dean Herrara, Landon Ogilvie (via ZOOM), and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF JANUARY 12, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported on the operations at the airport. He expects Jermaine's to open the airport restaurant next week.

4)Tourism and Prosperity Partnership Association (TAPP)

No one was in attendance, but Scott Truex relayed a message from Norton that outreach is starting to slow down because of the timing of the season, and he is pleased with the results.

5)Bus service update

Scott Truex reported that January's ridership was up 20.7% to 49,484 passengers, compared to 40,983 in 2023. Sometime today, the RTA will experience its 7,000th bus trip of the winter, and

96% of those will have run within 10 minutes of the schedule. In 2023, the GVRTA Commuter Bus carried 327,692 passengers, which was 31% higher than in 2022 and 88% more than in 2021. Truex reported that the cost per passenger did decrease last year. Scott plans to apply for grants that would allow us to order additional buses which would arrive in late 2025 or early 2026 if the grants are awarded. The Gunnison Valey Hospital (GVH) van arrived but has not been wrapped. He also reported that the new bike racks for buses have been ordered.

Alpine Express has hired ten new drivers. Dean reported that things are now going well and that the extra drivers and training have improved operations. Jason MacMillan expressed to the group that he would like to see some improvements regarding communication when a bus is going to be delayed. Truex explained that we could invest in a more expensive app, but he feels that the current Swiftly app works the majority of the time. Truex will work with Alpine Express to increase training. Numerous board members agreed with Jason concerning the need for better communication and improved public perception. Landon with Alpine Express recommends that we market the successes of the RTA.

Liz Smith spoke about accommodating more than three bikes with bike racks and recommended that we contact the Rady School of Engineering as a potential resource.

6)Air Service Update
Bill Tomcich has implemented an operational report in response to the board's request, and the board expressed its appreciation. Bill reported on recent flight reliability. There were a total of ten flight cancellations with the following completions broken down by airline: American (DFW): 100%, Mesa (IAH): 90.3%, SkyWest (DEN): 96.8%. January's overall results included 15,296 passengers and a load factor of 63.7%, representing a 22.5% increase over last year. Tomcich reported that future bookings are tapering off but are still strong, with February pacing +5.4%, March pacing +12.3%, and April pacing +42% ahead of last year. Laura Puckett Daniels asked if there is a way to track significantly delayed flights. Rick Lamport reported that United Airlines' website reported that they couldn't make the time for the Gunnison curfew, and he wanted to acknowledge that it is a voluntary curfew. Lamport said that dispatch knows that GUC will always accommodate a commercial flight, even after curfew. Tomcich reported that JSX's January landing reports were not as good as the rest of the airlines. They had about five flights per week, and their load factor dropped from 55% to 45%. Tomcich updated the board on United's summer schedule, which is now starting on June 28th. United will also be adding a third flight on Saturdays from Denver. American Airlines from DFW is still on their radar but not a part of their summer plan for 2024 due to their regional flight and pilot availability. Bill requested that American write a letter so that we can apply for an extension on the SCASD grant.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
None.

I. New Business

1) Request for additional surveillance cameras on RTA buses. Due to recent incidents with drivers and reports from passengers, AEX recommends that they utilize advanced features that are available utilizing AI to pick up movement and send alerts in real time to dispatch. Landon Ogilvie from AEX reported that they have used this in other areas, and it has been extremely helpful. This would add redundancy to the surveillance system and this will be at Alpine Express cost.
   Diego Plata ***moved to approve the additional surveillance cameras on RTA buses.***
   Jason MacMillan seconded the motion.
   The motion passed unanimously.
2) Options for bus schedules for spring, summer, and fall of 2024.
   Truex recommended the 33 round-trip schedule because it can provide a half-hour service in the evenings and it will be beneficial for driver retention.
   Liz Smith ***moved to approve option #3, a 33-trip spring/summer/fall bus schedule***.
   Anna Fenerty seconded.
   The motion passed unanimously.
3) Bus operating and capital planning project and surveying update
   Scott reported that the contract was signed, and the project is underway. Fehr & Peers will begin surveying the first week of March.
4) Request to consider moving the May 10th meeting to May 17th
   Diego Plata ***moved to approve moving the May meeting to May 17th.***
   Laura Puckett Daniels seconded.
   The motion passed unanimously.

The meeting adjourned at 9:26 am

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on March 22, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

March 22, 2024

Gunnison County Commissioners Meeting Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Diego Plata, Anna Fenerty, and Matt Schwartz

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, John Norton (ZOOM), Dean Herrara, AEX Representatives, City of Gunnison Representatives, and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF FEBRUARY 16, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Jason MacMillan seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported that Jermaine's is now open at the airport and has been very successful thus far. This summer, the ramp project on the GA side will begin.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that they are pleased with the winter load factors and that the new summer schedules are now on the TAPP website.

5)Bus service update

Scott Truex reported that the RTA had another record month for ridership, up 25% year over year for the month of February. The additional Gunnison bus shelters have been ordered and will arrive around mid-July. The new bike racks have arrived and will be installed on the buses. Truex reported that the RTA passed the CIRSA audit. The electrical work has been completed at the shop. Truex mentioned the Crested Butte News article regarding parking for clarification and discussion with the board. Laura Puckett Daniels reiterated that we have to increase service to get people to ride the bus. We will have thirty-three round trips scheduled for this summer.

6)Air Service Update
Bill Tomcich summarized his flight reliability report, which was included in the board packet. There was a discussion on the disruptions in February. The overall numbers for February included a 99.2% completion factor; last February, it was 91%. For passenger loads, all three carriers ran load factors averaging 82%. Tomcich reported that March is pacing 16% ahead and April and May. After April 9th, we will be down to one flight per day. Houston flight begins at the end of June, but they operate at their own risk with no MRG. JSX's numbers were less than 50% in the month of January and 49.3% in February. JSX expanded its capacity from 4 flights to 5 but saw no passenger growth. Tomcich also reported that the MRG for the Houston winter flight had a substantial cost increase this year.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Laura Puckett Daniels asked that the board be provided with information on how diesel will impact the emissions report and compare it to CNG in the future when we look to expand the RTA bus fleet with diesel.

I. New Business

1) CNG Fuel Pump has a scheduled downtime discussion. Scott Truex received a notice that Gunnison Auto and Performance will dig up their fueling site starting April 15th, and after discussing it with Trillium, the RTA should be able to continue CNG fuel operations during the entirety of the project.
2) Bus operating and capital planning project and surveying update discussion
   Scott Truex updated the board on the progress of the surveys. As of the date of this meeting, we have over 370 surveys completed (last time, we only received 130 in the winter), and over half are actively riding the bus while they are surveyed. Scott will bring the winter survey results to the next board meeting. We will close the survey at the end of March and reopen it in June. We will send the board draft chapters of the plan as they come out. Scott requested that the scope of our contract be changed to expand our community outreach, with four additional meetings and two additional days with the consultants. Fehr & Peirce quoted an additional $5,000 for more public input.
   Diego Plata **moved to approve adjusting the scope of work with Fehr & Peirce as described**, and Anna seconded the motion. The motion passed unanimously.

3) Update on bus grant applications discussion
Scott Truex reported that we are applying for grants for two more buses. Our two oldest vehicles are approaching 600,000 miles. Danny has done a great job keeping these older, high-mileage buses running, but their expected useful life is 500,000 miles. One grant is through the Congressionally Directed Spending (formerly known as an earmark), and the RTA has asked Senator Bennett & Hickenlooper for letters of support. The second is 5339 Bus & Bus Facility Grants. We will apply for these grants, but it will take a year to a year and a half before we get the funding. If we do not receive funding, we must consider spending local funds. The third funding source is through CDOT, and we will apply for two replacement buses. We will withdraw the second expansion request if we get the expansion award. Procurement through CDOT has already gone through, so we piggyback off their order. Laura Puckett Daniels was concerned that we would compete with local entities (City/County) for the congressionally directed spending funds. Scott reported that we are applying with four other transit agencies. Discussion ensued.

4) Executive session for the purpose of determining positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison

Diego Plata and Matt Schwarts recused themselves from the executive session.

Janet Farmer ***moved pursuant to section 24-6-402(4)(a) of the Colorado Revised Statutes, that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of discussing negotiations relating to the possible purchase of a vacant lot in the City of Gunnison, Colorado.*** Laura Puckett Daniels seconded the motion and the motion passed unanimously.

An announcement was made by the presiding officer, Janet Farmer prior to entering the executive session: "The Executive Session is not open to the public, and action may not be taken. It is Friday, March 22, and the time is a.m. For the record, I am the presiding officer; Janet Farmer the Board Chair. Present at this Executive Session are the board members in attendance except for Diego Plata and Matt Schwarts, who have recused themselves, and Scott Truex, Leia Morrison, Anton Sinkewich, and Andie Ruggera.
If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record."

At 9:07 am the Board went into executive session.

An announcement made by the presiding officer upon returning to the open meeting: "The time is now 9:26 a.m., and the Executive Session has been concluded.

The participants in the Executive Session were Janet Farmer, Jason MacMillan, Liz Smith, Laura Puckett Daniels, Anna Fenerty, Scott Truex, Anton Sinkewich, Andie Ruggera, and Leia Morrison.

For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record."

No concerns were stated.

The meeting adjourned at 9:27 am.

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on May 17, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

May 17, 2024

Crested Butte

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Steve Morris, Ian Billick (ZOOM), Diego Plata (ZOOM)

Also present are Scott Truex, Rick Lamport, Bill Tomcich, John Norton (ZOOM), Dean Herrara, Landon Ogilvie (ZOOM), and community members.

Jason MacMillan was presented with a plaque commemorating his years of service on the GVRTA board of directors.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF MARCH 22, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
    1) Air program reports
    2) Bus program reports

Laura Puckett Daniels moved to approve the consent agenda. Liz Smith seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Airport Update

Rick Lamport reported that the general aviation Phase one ramp project has begun and should be done by mid-June.

4)Tourism and Prosperity Partnership Association (TAPP)

John Norton reported that they are pleased with the winter results, and he believes that the drive market was soft this past winter. TAPP is currently in the Texas market and getting ready for summer.

5)Bus service update

Scott Truex reported that ridership for March was up 18% and April was up 44%, the 24th month in a row that we have seen record ridership. For the winter, we ran 11,172 trips and carried over 206,000 passengers; over 97% of those trips were within 10 minutes of the

schedule. The new bike racks are now installed on all of the buses. We have been impacted by the closure of the Highway 50 bridge, which will be discussed later in this meeting. We are waiting on the final documentation on the new facility, and we should have that financially closed out by the next meeting. The spring/summer schedules began on April 8th. Landon from Alpine Express reported that we would have all housing units full over the next month. They are bringing on five new CDL drivers that will be local. Scott Truex explained that when the bridge closure happened, several RTA drivers had been commuting from Montrose, and they would time out and not be able to get back under the time limits for driving. This is one of the reasons why we are hiring more local drivers. Fortunately for us, we have housing to accommodate these drivers. We are using vans because several CDL drivers are based in Montrose. Within the next 2-3 weeks, this should be resolved. Alpine Express is absorbing the cost of the vans that are being utilized. Laura Puckett Daniels asked about the lateness and missed time recently, and Scott explained that these were due to mechanical issues with the aged buses. There was a discussion about bus maintenance and late and missed bus routes. Landon suggested that Alpine Express provide a monthly report that addresses the "no reason given" status in their reports.

6)Air Service Update

Bill Tomcich spoke personally to the challenge of the Highway 50 bridge closure. He reviewed his monthly report which was in the packet. He reported that winter finished strong with April having a 100% completion factor, 94% were on time with strong load factor results. 3,900 passengers in April surpassed the number of passengers that flew in 2022 when United had two flights per day. The highway closure has affected the spring numbers with many people flying out of Gunnison instead of Montrose or Grand Junction. The winter reliability ended up with a 98.4% completion rate (91.8% winter prior) and an on-time performance of 88.8% (compared to 78.4% the year before). When looking at any issues in air service this winter Tomcich reported a total of 16 cancelled flight segments (112 cancelled flights the winter prior) with a total of 26 irregular flights this winter. For summer, Tomcich reported that the second daily flight returns next week and overall May is pacing 35% ahead of last year, June is pacing 7% ahead, July behind and August 19% ahead. He shared that United is planning to add a second daily flight back into the schedule this fall. A mid-afternoon Saturday flight has also been added to United's schedule for the summer. Houston operates on weekends only beginning in June through August 18th. There was a board discussion on the Houston MRG and subsidies. Tomcich reported that JSX will start up flights again starting next week with four flights per week and then bump up to five flights per week for July and August. He will meet with American Airlines and JSX at his conference next week. American Network Planning did give us a letter of support for the DOT for SCASD grant saying that they are interested in a DFW summer service. Tomcich believes that we could be on track to break records in the coming year.

7) Bus operating and capital planning project and surveying update.

Truex reported on the winter survey bus ridership results. Our passengers that responded to the survey included 60% of our passengers that ride the bus at least once per week and 12% that ride every single day. Overall, Truex said the results were very favorable. The summer surveys

will start in June and will include four public outreach events at that time. A board discussion on how to use survey data and next steps ensued.

8) Update on CB South bus stop improvements
Truex attended a meeting with the CB South POA, Met District and the County last week and updated the board on the potential paving project that is needed at that bus stop. The RTA is committing $60,000 to this project which will be led by the Met District. The POA will contribute $10-20,000. We hope to get this done in July or August.

9) Update on bus grant applications
Truex submitted three grant applications. The competition is very stiff and we should know by August if we are successful. If we do not get any grant funding, Truex will recommend that we purchase at least one bus with local funds.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Truex wanted the board to note that we are flat for the year in sales tax revenue and he is keeping an eye on this.

I. New Business

1) Impacts of Hwy. 50 road closure on GVRTA operations
This discussion took place earlier in the meeting under the Bus Service Update.

2) Review of Transportation Services Contract with AEX contract and decision regarding a twelve-month extension of the contract from 11/17/2024 to 11/16/2025 for the provision of commuter bus service
Truex reported that this is the last extension allowed in our current contract and that he has started working on the next RFP which will be completed in June of 2025. This will be on the agenda at the next meeting to discuss the RFP process. Truex is very impressed with the service that Alpine Express has provided.

3) Resolution #1, Series 2024 - A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY APPROVING THE GUNNISON VALLEY TRANSPORTATION AUTHORITY TITLE VI PLAN, PUBLIC NOTICE OF RIGHTS / COMPLAINTS PROCESS, LIMITED ENGLISH PROFICIENCY PLAN, PUBLIC
Truex explained that adopting a new Title VI plan is required every three years and that the plan is an updated version of the one passed in 2021.
Laura Puckett Daniels ***moved to approve Resolution #1, Series 2024***, Diego Plata seconded the motion.
Motion passes unanimously.

4) Executive session for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff regarding the possible purchase of an empty lot in the City of Gunnison.
Diego Plata recused himself from this executive session.

Janet Farmer ***moved pursuant to section 24-6-402(4)(a) of the Colorado Revised Statutes, that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of discussing negotiations relating to the possible purchase of a vacant lot in the City of Gunnison, Colorado.*** Laura Puckett Daniels seconded the motion and the motion passed unanimously.

An announcement was made by the presiding officer, Janet Farmer prior to entering the executive session: "The Executive Session is not open to the public, and action may not be taken. It is Friday, May 17, and the time is 9:13 a.m. For the record, I am the presiding officer; Janet Farmer the Board Chair. Present at this Executive Session are the board members in attendance except for Diego Plata, who has recused himself, and Scott Truex. If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record."

At 9:13 am the Board went into executive session.

An announcement made by the presiding officer upon returning to the open meeting: "The time is now 9:42 a.m., and the Executive Session has been concluded. The participants in the Executive Session were Janet Farmer, Ian Billick, Liz Smith, Laura Puckett Daniels, Steve Morris, and Scott Truex. For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record." No concerns were stated.

The board directed staff to pursue a contract for the piece of land in Gunnison. Truex will attempt to bring a contract for the board to consider at the next meeting.

The meeting adjourned at 9:44 am.

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on June 28, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

June 28, 2024

Gunnison County Commissioners Meeting Room

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:02 am

Board members in attendance: Janet Farmer, Laura Puckett Daniels, Steve Morris, Ian Billick, Diego Plata, Anna Fenerty, Matt Schwartz and Liz Smith (ZOOM)

Also present are Scott Truex, Rick Lamport, Bill Tomcich, Dean Herrara, Landon Ogilvie, and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF MAY 17, 2024 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
    1) Air program reports
    2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Anna Fenerty seconded the motion. ***The motion passed unanimously.***

REGULAR AGENDA

F. OLD BUSINESS

1) Review and possible authorization of window art on buses for GVHEAT

Anna Fenerty ***moved to approve the window art on buses for GVHEAT.*** Laura Puckett Daniel seconded the motion. ***The motion passed unanimously.***

2) Bus operating and capital planning project update

Mikhail Kaminer presented to the board the results of the Winter survey and provided an update on current summer survey activity, feedback highlights, and next steps.

3)Airport Update

Rick Lamport reported that the ramp project was completed this Monday and that the taxiway project will also be happening (FAA grant, depending). He said that the airport goes through a Title VI program and that he will be sharing the results with the board. Rick reported that the ground power units at the airport that will be powered by the electrical service at the airport have been purchased, making the C02 zero. Rick was happy to report that Bar 76 is running great and is expanding to provide a grab-and-go and general merchandise at the airport.

4)Tourism and Prosperity Partnership Association (TAPP)
No update.

5)Bus service update
Scott Truex said he should have an update on the grant applications by the September board meeting. Truex reported that bus ridership is 24% up and that staffing issues have been mostly resolved. Landon Ogilvie from Alpine Express updated the board on the hiring process, including the CDL schooling. Alpine Express also reported that one housing unit is still available. Scott reported that the RTA has had many mechanical issues with our buses lately, with our biggest problem being delays in receiving parts. We have received feedback from riders that they are very happy with the new bike racks.

6)Air Service Update
Bill Tomcich updated the board on the May service results, which ended up very good for GUC, with a load factor of 68% and a 100% completion rate. For summer, Bill reported that overall, we are on pace with last year's pace; however, July is still pacing 9% behind, and August is pacing 14% ahead. JSX has also increased service from Dallas with nine flights per week. In May, JSX only ran a 35% load factor. For next winter, Bill reported that United will continue with twice daily and some additional weekend flights. Under an MRG agreement, Houston will also be running its typical winter service. A discussion regarding the future of the MRG ensued.

G. PUBLIC COMMENT PERIOD
Eddie Avila, the airport mechanic, updated the board on his work, including his current audits. United and Skywest are very happy with his service. Rick Lamport also wanted to publicly thank Eddie for his work and service and remind the board that the airport contributes $120,000.000 to the community every year.

H. COMMENTS FROM BOARD MEMBERS AND STAFF
Scott Truex reported that we submitted our Insurance with CIRSA, and our audit is also due.

I. New Business

1) Resolution #2, Series 2024 A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY
   Ian Billick ***moved to adopt Resolution #2, Series 2024 A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.*** Anna Fenerty seconded the motion. ***The motion passed unanimously.***

2) Gunnison Enhanced Bus Stop and GVRTA Offices
   Scott Truex said that the next step is to meet with the Gunnison City Council, and the board will be updated at the August meeting.

3) Winter 2024-2025 Bus Schedule
Ian Billick ***moved to approve the 2024-2025 Winter Bus Schedule as presented***.
Anna Fenerty seconded the motion. ***The motion passed unanimously.***

4) RFP Process for choosing a contractor for Commuter Bus Service beginning in November 2025
Scott Truex asked if the board had any concerns about the process, and the discussion followed. Truex reported that a new contract will likely be for one year with four or five extensions due to TABOR. The Board discussed the possibility of adding metrics for success to any new contract. Truex will bring a first draft of the RFP to the November meeting.

5) Discussion regarding air service consulting contract for 2025-26
Liz Smith feels that a periodic RFQ assures the board that they are fulfilling their responsibility. Ian Billick asked why it is set up as a consulting role rather than a staffing approach. Scott Truex spoke about the history of staffing at the RTA. Ian Billick does not recommend an RFQ process. Laura Puckett Daniels questioned the staffing structure as a whole. Anna Fenerty recommends adding to the contract language about an annual review. Janet Farmer recommends not going through the RFQ process but instead looking at creating an org chart. Steve Morris agreed with the plan to move forward without an RFQ. Scott Truex will include a discussion on the next agenda about potential changes to the organizational chart of the RTA and an accountability process for Airplanners.

The meeting adjourned at 10:12 am.

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on August 9, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

August 9, 2024

Crested Butte Town Hall

A. INTRODUCTION

Janet Farmer called the meeting to order at

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Anna Fenerty, Ian Billick (ZOOM), Matt Schwartz (ZOOM)

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, Dean Herrara, Kim Bolling (ZOOM) and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF JUNE 28, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Anna Fenerty seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3)Request for approval of bus window art - Crested Butte Avalanche Center

Liz Smith ***moved to approve the bus window art for the CB Avalanche Center***. Laura Puckett Daniels seconded the motion. The motion passed unanimously.

4)Airport Update

Rick Lamport announced that Jermaine opened up a market at the airport, which includes grab-and-go and merchandise. The checkout system is all AI, so it is an attendant-free. He said that an Airport Management Internship is available. This is a one-year program.

5)Tourism and Prosperity Partnership Association (TAPP)

Jeff Moffett reported that extra flights have been included in the United schedule. TAPP will begin advertising locally regarding these additional flights. The airfare club merged into the TAPP, and they still get requests about the discount codes, which opens up a conversation opportunity, although these codes are no longer available.

6)Bus Operating and Capital Planning Project Update
Scott Truex reported that the summer survey is complete. The plan will be complete by December.

7)Bus Service Update
Scott Truex reported that we received a grant to cover 85% of two buses and are still awaiting the other grant results. Bus ridership was up in both June and July. Kim Bolling said that the mechanical issues with the buses has created some recent scheduling issues. Scott said that all of the coolant hoses will be replaced before the winter schedule commences and that we should do everything we can to get these buses through the winter. Liz Smith reported on a personal story she experienced and asked about the frequency of similar situations. Kim also spoke about driver shortages and how the bridge project has added extra stress to last-minute driver shortage situations. In the future, Alpine Express will have an extra larger backup bus available to GVRTA.

8)Gunnison Enhanced Bus Stop and GVRTA Offices
Scott Truex reported that the GVRTA closed on the new lot in Gunnison and is working with CDOT on a contract for the award. We are on track to get the contract by the end of the year. Scott expects it will take a couple of years to complete this project. Scott elaborated on the difference between state-funded and federally-funded awards, and noted that since we are using state funds and not following federal rules, this property will not be eligible for federal funding in the future. Board discussion ensued. The proposed date for a joint work session with the City of Gunnison City Council is November 19th.

9) Air Service Update
Bill Tomcich reported that we didn't experience a record month for July, but JSX reported a very good month (JSX increased their schedule from five flights to nine flights and ran a 78% load factor), with 1,720 additional passengers. For the United flights, there were a total of 1,000 saved seats due to the weight restrictions due to the high temperatures. United ran about a 90% load factor when considering the available seats. The third daily United flight has been extended through February 12th, and the plan is for that to extend through the entirety of the winter. There was a discussion regarding the temperatures affecting weight restrictions on flights. Bill Tomcich had a discussion about aircraft news in the industry and how that may affect GUC.
Gunnison was part of the timeline that made this all happen.

G. PUBLIC COMMENT PERIOD
No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

Scott reported on the demolishing and replacing three bus stops in Gunnison, and demolition will start the week of August 19th. Scott also reported that we are now paying $48,000 to our airline mechanic.

I. New Business

1) Impacts of Houston Winter MRG contract on the valley economy

Scott Truex opened it up to discussion and questions. Discussion about the MRG ensued, including adding or reducing the cap, reducing the frequency, and the option of future flights to Chicago or Southern California.

2)Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service

We do not have a contract with United yet so we will move this off at the next board meeting.

3) Acceptance of the 2023 Audit of the financial statements of the Gunnison Valley Transportation Authority

Laura Puckett Daniels ***moved to accept the 2023 Audit of the financial statements of the GVRTA.*** Liz Smith seconded the motion. The motion passed unanimously.

4) Elect GVRTA Treasurer

Matt Schwartz ***moved to nominate himself as treasurer.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

5) CB South bus stop paving project – request for additional funds

Scott Truex updated the board on the proposed project, which includes a six-inch mat of asphalt, which is why this project is so expensive. The cost to the RTA would be around $115,000. The road is starting to completely fall apart due to the weight of our vehicles and the thin asphalt that is currently in place. The RTA did not contribute financially to the CB South bus stop. A discussion of setting a precedent, the need to replace the road, and CB South's financial participation in the bus stop was held.

Laura Puckett Daniels ***moved to approve an increase in funding for the CB South bus stop paving project from $60,000 to a total amount not to exceed $115,000 to come out of the GVRTA Capital Fund.*** Liz Smith seconded the motion. The motion passed unanimously.

6)Purchase of new buses

Scott Truex reported that the fleet replacement schedule will be modified because we can get these buses quicker than we thought via pre-award authority. Scott Truex would like to purchase a third bus with local funds. Replacement funds are typically easier to acquire than expansion funds. We may receive another grant this year, and if we do, Scott would like to order a fourth or fifth additional bus. Decommissioned vehicles are offered to the public via a sealed bid. These funds come out of Capital funds. Scott Truex explained that we don't have other large capital projects in the works.

The decision was postponed until the September meeting. Scott will include his draft 5-year RTA fund plan in the next packet.

7) Comments on Whetstone Sketch Plan Land Use Application
Matt Schwartz and Liz Smith recused themselves from this discussion.
Scott Truex shared with the board his recommendation that the RTA comment that the underpass needs to be built when the subdivision is built. Anna requested that we specify when this needs to happen. Ian suggests that the underpass should ideally be built before occupancy. Anna Fenerty ***moved to authorize Scott Truex to submit the comments on behalf of the RTA, as amended, to specify that the underpass needs to be complete when the first people move in, that if there are to be delays, they should be short, and that mitigation measures should be in place for crossing the highway at that time.*** Ian Billick seconded the motion. The motion passed unanimously.

8) Proposed new GVRTA Organizational Chart, accountability process for Airplanners, and GVRTA Bus Operations Manager
Scott Truex shared a current and proposed organizational chart and clarified that the Air Command is an advisory committee to the GVRTA. The Board did not request any substantial changes to the proposed chart and Truex will bring updated scopes of work for the positions in the chart to the next meeting. This discussion will continue at the September GVRTA board meeting.

The meeting adjourned at 10:15 am

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on September 20, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

September 20, 2024

Commissioners Room - Gunnison County Courthouse

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:05 am

Board members in attendance: Janet Farmer, Liz Smith, Laura Puckett Daniels, Diego Plata, Steve Morris, Ian Billick (ZOOM)

Also present are Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, Dean Herrara, Kim Bolling, Danny Bartelli and community members.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE AUGUST 9TH, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Historical air service goals and results / History of airports served and costs

3) Bus program reports

Diego Plata ***moved to approve the consent agenda with an adjustment to the meeting agenda, which included moving all of the items requiring motions to the beginning of the meeting.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS CONTINUED

8)Gunnison Enhanced Bus Stop and GVRTA Offices – update – Scott Truex

a. Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add concept designs for the enhanced bus stop/GVRTA offices project at 301 W. Tomichi to the agreement – Scott Truex – discussion and possible motion & decision requested

Laura Puckett Daniels ***moved to authorize the board chair to sign the amendment to the Scope of Services as presented.*** Liz Smith seconded the motion, which passed unanimously.

b. Set joint work session with Gunnison City Council – November 19th at 5:30 pm – Scott Truex

Laura Puckett Daniels ***moved to set a joint work session with the Gunnison City Council on November 19th at 5:30 p.m. to discuss the enhance bus stop to be located at 301 W. Tomichi Avenue.*** Liz Smith seconded the motion. The motion passed unanimously.

9)GVRTA revision of comments on Starview/Avalon/Wildflower amended sketch plan – Scott Truex – discussion and motion & decision requested

Liz Smith and Laura Puckett Daniels recused themselves.

Scott Truex outlined the comments which included requesting bus pullouts along Cement Creek Road and the construction of a roundabout before C.O.s are issued and a request that the county consider transportation impact fees for any future larger subdivisions.

Diego Plata ***moved to authorize the Executive Director to sign the comments as presented and send them to the County Planning office.*** Steve Morris seconded the motion, which passed unanimously.

I. New Business

4) Purchase of new buses – Scott Truex

Scott Truex outlined the memo in the packet which included the purchase of five buses, including one with local dollars and four with grant funding. Laura Puckett Daniels suggested a more robust conversation around capital planning and the board agreed. After further discussion, Steve Morris ***moved to authorize the executive director to enter into purchase contracts with MCI/NewFlyer through the State of Washington cooperative purchasing agreement to purchase one coach with local funding and four coaches with grant funding.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

5)Authorization of the Board Chair to sign a contract with United Airlines for Houston winter 2024-25 service

Bill Tomcich outlined a plan to have daily service between Houston and Gunnison from December 19th until February 7th and then reduce to six days per week after then by excluding Tuesdays. After discussion, Laura Puckett Daniels ***moved to authorize the Board Chair to enter into a contractwith United Airlines for service between Gunnison and Houston to include 89 roundtrips during the winter with an MRG cap of not more than $464,228.*** Liz Smith Plata seconded the motion, which passed unanimously.

6)United Chicago service option

Bill Tomcich precented the idea to United and they agreed to have seven round trips that will complement our existing service and has great connectivity. The flight program would consist of a Saturday afternoons flight inbound returning on Sunday mornings. Sunday morning aligns with the peak directional demand out of Gunnison. The proposed cap was $117,978 and after discussion, Liz Smith ***moved to authorize the Board Chair to enter into a contract with United Airlines for service between Gunnison and Chicago to include 7 round trips***

during the winter with an MRG cap of not more than $117,978. Diego Plata seconded the motion, which passed unanimously.

7)Approval of the new GVRTA Organizational Chart
Scott Truex went over the proposed org chart.
Laura brought up a question about contractual obligation and wanted a clarification of full time vs. part time contractors and that she noted that struggled with the contractor vs employee definitions. After clarifications and further discussion, ***Diego Plata moved to approve the new GVRTA organizational chart.*** Liz Smith seconded the motion, which passed unanimously.

8)Approval of scope of work for Communications & Marketing Manager
After discussion, Steve Morris ***moved to approve the scope of work for the Communications & Marketing Manager***. Laura Puckett Daniels seconded the motion, which passed unanimously.

9)Approval of scope of work for Bus Operations Manager
The board discussed how this role would impact Scott's role and capacity and also discussed the historical the growth of the organization and bus schedules. After further discussion, Liz Smith ***moved to approve the scope of work for the Bus Operations Manager.*** Diego seconded the motion, which passed unanimously.

10)Approval of scope of work for Air Service Manager
There was discussion regarding the air service goals in the scope and after further discussion, Steve Morris ***moved to approve the scope of work for the Air Service Manager.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

11)Contract for the services of Leia Morrison to provide Marketing and Communication Management services during 2025 and 2026.
After discussion, Diego Plata ***moved to authorize the Board Chair to sign the contract with SocialFirekeeper for the services of Leia Morrison to act as the GVRTA's Marketing and Communications Manager for 2025 and 2026 as presented.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

12)Contract for the services of Bill Tomcich to provide Air Service Management services in 2025 and 2026
After discussion, Diego Plata ***moved to authorize the Board Chair to sign the contract with Tomcich Travel Consulting for the services of Bill Tomcich to act as the GVRTA's Air Service Manager for 2025 and 2026.*** Steve Morris seconded the motion, which passed unanimously.

13)Amendment to Scope of Services for Fehr & Peers Consultant Agreement to add commuter bus service performance metrics to the agreement

Discussion on benchmarks and using this data ensued and after discussion, it was decided not to pursue this amendment. Scott Truex and Landon Ogilvie will work together to come up with some metrics that make sense for our system.

F. OLD BUSINESS - Continued

4) Airport update – Rick Lamport

Rick Lamport reported that the airport intern started last week and that he will go through an airport management program. He is a Western student. Our airport received an award from the American Institute of Architects. Rick reported that we did receive increased FAA funding this year. Rick also added that the Chicago market is always in the top seven of our top markets.

5) Tourism and Prosperity Partnership report – Scott Truex reported that TAPP is very happy with the local marketing efforts to promote fall and that winter marketing has begun.

6) Bus service update – Scott Truex reported on the success of two of the three grants that we have applied for and that we are still waiting to hear the results from a third application. He noted that August ridership was up over the previous yar. Danny Bartellli discussed some of the mechanical and parts issues we are having.

7) Bus operating and capital planning project update – Fehr & Peers will provide a draft of the final plan at the next meeting and a final draft will be available for adoption at the December meeting.

9) CB South bus stop paving project – Scott Truex reported that the estimate came in approximately $18,000 more than expected and that Janet Farmer had agreed to increase our contribution by $5,000 to $120,000.

10) Air service update

Bill Tomcich reported that in August we had a 100% completion factor with load factor of 82.1% overall (over 10 points higher than last August). Labor Day weekend fell into August so that effected numbers in 2024. In terms of future bookings, September is pacing a fraction ahead of last year. October and November are pacing ahead. Overall winter is pacing 28% ahead. Colorado Governor's Tourism conference is taking place in Mt. Crested Butte next week and Laura Jackson (DIA) will be a keynote speaker.

G. PUBLIC COMMENT PERIOD

No public comments.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

No comments.

I. NEW BUSINESS - continued

2) GVRTA Draft 2025 Budget and Budget Assumptions – The Board reviewed the budget and assumptions and did not request any changes. Scott Truex noted that he will update this budget with new information for adoption at the November meeting. This

budget does include three buses being purchased in 2025 but this may not happen until 2026. He noted that the new bus operations manager position is in the budget as well as in the 2024 financial projections and he is hoping to bring a contract to the next board meeting to have someone fulfill the position before the beginning of the ski season. The 2025 Budget will be updated with any new information and presented for adoption at the next meeting.

3) 2025 – 2029 Draft GVRTA Five-year Financial Plan – The Board reviewed the plan and did not request any changes. There was discussion regarding the increase of service which is expected to be in the operating plan, which is not shown in this plan and Scott Truex explained that increased service is possible if future revenues increase enough to allow it. The five year financial plan will be updated with any new information and presented for adoption at the next meeting.

1) GVRTA history of successes and challenges over the years – Scott Truex presented a PowerPoint presentation and recognized Janet Farmer's contributions over her years with the GVRTA.

The meeting adjourned at 10:21am.

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on November 15, 2024.

Diego Plata, Secretary

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

November 15, 2024

Crested Butte Town Council Meeting Room

A. INTRODUCTION

Liz Smith called the meeting to order at 8:08 am

Board members in attendance: Matt Schwartz, Liz Smith, Laura Puckett Daniels (ZOOM), Steve Morris (ZOOM), Ian Billick (ZOOM)

Scott Truex, Leia Morrison, Rick Lamport, Bill Tomcich, Dean Herrara, Kim Bolling, Danny Bartelli, and community members are also present.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE SEPTEMBER 20, 2024 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Matt Schwartz ***moved to approve the consent agenda.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS CONTINUED

3) Airport Update

Rick Lamport provided the board with an update on airport operations. He noted that recent weather in Denver caused flight cancellations, but Gunnison experienced no issues. He also reported that the airport is fully prepared for winter operations.

4) Tourism and Prosperity Partnership report – No report

5) Bus Service Update - Ridership in September increased by 22%, and October saw a further increase of 27%. The winter bus schedule, which begins on November 27th, is now available on Google Maps and will be live on the website by the weekend.

The GVRTA has joined the State of Washington's procurement agreement and has ordered a new bus using local funds. Danny provided an update to the board regarding the motor rebuild for Bus 506, the oldest CNG bus in the fleet, which is currently being repaired in Grand Junction.

Kim informed the board about updates to the training schedule and the employment situation. Additionally, the scopes of work for both grant contracts have been received, and risk assessments and milestones for these grants have been completed. The consultant is reviewing the scope of work, and they are expected to be submitted to CDOT later today.

The capital project list in the 2050 Statewide Transportation Plan is being updated in collaboration with CDOT. The CB South paving project and the construction of new bus stops in Gunnison have both been completed.

6) Gunnison Enhanced Bus Stop and GVRTA Offices

A joint work session with the city council is scheduled for Tuesday evening at 5:30 PM. During this meeting, we will present three alternative concepts for discussion. The focus of the work session will be on the bus stop located on the property, as well as the potential use of a waiting area, restrooms, and offices.

7) Air Service Update - Bill Tomcich reported that with Thanksgiving falling almost a week later this year, the industry is experiencing some softening in demand this month. However, United Airlines remains optimistic about the capacity increases they have implemented for the season. Flights from Chicago are now open and available for booking. Overall, winter bookings are currently pacing ahead of last year, indicating strong demand for the upcoming season.

Public Comment - none

Comments from Board & Staff - none

I. New Business
1) Elect a new Board Chair to fill the position until January 2025
Ian Billick ***moved to approve that Matt Schwartz will serve as chair, Liz Smith as Vice Chair, and Laura Puckett Daniels as treasurer for the remainder of the terms.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

2)Draft bus operating and capital plan

Kelsey and Mikhail from Fehr & Peers presented the draft operating and capital plan to the board. The plan is currently organized chapter by chapter, but there is interest in simplifying its structure. Mikhail asked the board for input on the plan's intended use beyond what GVRTA has already expressed.

Ian suggested creating an executive summary that outlines the purpose and key objectives of the plan, facilitating integration across the various communities. Laura emphasized the importance of focusing on proposed outcomes and timelines.

Mikhail noted a request to make the prioritization of projects clearer and invited further feedback from the board. He also sought clarification on how GVRTA would like coordinated projects to be acknowledged in the document.

3)Bustang Outrider 2nd daily CB to Denver Bus – request for subsidy. The board reviewed slides beginning on page 189 of the packet, which detailed Bustang and Outrider routes, ridership statistics, and passenger boarding locations. Key points of discussion included that the Crested Butte to Denver route is the most successful, serving 17,500 passengers in FY 2024. Approximately 40% of passengers are from Gunnison County, with over 50% from Chaffee County. CDOT is willing to add a second daily trip but requires local communities to commit to funding a local match.

The estimated annual loss for the second trip is $425,000, with CDOT requesting a 50% local match. If service begins in May 2025, the local match would be approximately $142,000, which could be split between Gunnison and Chaffee Counties. GVRTA's share would be $71,000 for 2025 and $106,000 for 2026.

The board considered the following:

- Supporting a motion to enter into an agreement with CDOT to fund a local match for the second daily Outrider bus service, contingent upon Chaffee County contributing an equal amount.
- Declining to support a local match for a once-daily Crested Butte to Montrose service, as no other route contributes a local match for once-daily service. However, the board expressed openness to discussing Montrose service further if CDOT proposes twice-daily service.

Liz Smith and Laura Puckett Daniels raised concerns about setting a precedent for locally funding a successful service. Ian and Steve emphasized the importance of regional service, advocating for support if Chaffee County also commits to funding. Ian stressed the critical nature of this service. Scott Truex suggested inviting representatives from CDOT's Division of Transit and Rail (DTR) to a future meeting to discuss Montrose service options.

Laura Puckett Daniels ***moved to enter into an agreement with CDOT to fund a local match for a second daily Outrider bus between Crested Butte and Denver for service beginning May 1, 2025 for an amount not to exceed $71,000 contingent upon Chaffe County contributing the same amount as the GVRTA.*** Ian Billick seconded the motion. The motion passed unanimously.

4) Adoption of GVRTA Revised 2024 Budget

Scott Truex presented the revised 2024 budget, which is outlined on page 195 of the packet. The updated budget includes the purchase of the lot adjacent to Safeway, a substantial expansion of the spring, summer, and fall bus schedules and several smaller adjustments that were approved throughout the year. All these changes are consistent with the monthly financial projections provided in the financial reports at each board meeting.

If there were no additional changes from the board, staff requested a motion to adopt the GVRTA Revised 2024 Budget as presented or amended.

Ian Billick ***moved to approve the revised 2024 GVRTA budget as presented.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

5) Adoption of GVRTA 2025 Budget – Scott Truex

Scott Truex presented the proposed GVRTA 2025 Budget, highlighting several major changes. At the request of Crested Butte staff, $50,000 has been added to the "Contracted Temporary Help" line to support GVRTA's potential participation in the valley-wide Highway 135 corridor planning project. These funds would only be utilized following a future motion from the Board of Directors.

The budget includes a local match for Bustang services, contingent upon a matching contribution from Chaffee County. Additionally, the maximum cap amounts for the MRG contracts have been finalized at $582,206, an increase from the previous placeholder amount of $560,000.

The budget also accounts for the full grant amount of $1,516,108 from the Section 5339(b) program to purchase two expansion buses. There is a possibility that a different grant, covering only 80% of the cost, could be used for this purchase, with the Section 5339(b) funds rolled into 2026. To accommodate potential contingencies, the cost of each bus has been increased by approximately $31,833.

Overall, total revenues are projected to increase by $38,308, while total expenses are expected to rise by $235,798.

Liz Smith ***moved to approve the 2025 GVRTA budget as presented.*** Ian Billick seconded the motion. The motion passed unanimously.

6) Adoption of GVRTA 2025-2029 Five-year financial plan
Ian Billick ***moved to adopt the GVRTA 2025-2029 Five-year financial plan as presented.*** Liz Smith seconded the motion. The motion passed unanimously.

7) Approval of 2025 GVRTA Board of Directors Meeting dates
Ian Billick ***moved to approve the GVRTA Board of Directors meeting dates as presented.*** Laura Pucket Daniels seconded the motion. The motion passed unanimously.

8) Award of contract to provide Bus Operations Management services

Scott Truex discussed with the board the process and recommendation for awarding the contract to provide Bus Operations Management services. Scott explained that Laura, Leia, and he reviewed resumes from interested candidates and conducted interviews with two individuals. Both candidates were highly qualified and would have been strong fits for the position. After thorough discussions and reference checks, the committee determined that Mike Patterson was the best candidate for the role.

Scott confirmed that he has spoken with Mike, who has agreed to the contract terms and is prepared to start on December 1st. Mike Patterson brings a valuable skill set and credentials to the role and is expected to be an excellent fit for the organization. His passion for the environment, along with his prior experience with electric vehicles, design solutions, and process development, will be beneficial to GVRTA's operations. Mike's LLC, Evocatus, will serve as the entity for this contract.

Ian Billick ***moved to authorize the board chair to sign a contract with Evocatus, LLC for the services of Mike Patterson to act as the GVRTA bus operations manager from December 1, 2024 to December 31, 2026 with a monthly compensation of $6,500 for the first 13 months and $6,750 for the last 12 months.*** Liz Smith seconded the motion. The motion passed unanimously.

9) Approval of a contract with Gunnison County and Gunnison Valley Health to provide senior transportation in 2025
The contract amount for senior transportation services was increased from $300,000 to $315,000 for 2025.

Ian Billick ***moved to authorize the board chair to sign the contract with Gunnison County and Gunnison Valley Health to provide senior transportation services as presented.*** Liz Smith seconded the motion. The motion passed unanimously.

10) Approval of a contract with Gunnison County and Mountain Express to provide senior transportation in 2025
Scott Truex presented the contract with Gunnison County and Mountain Express to provide senior transportation services in 2025. The contract, detailed on page 235 of the packet, is similar to last year's agreement. The amount has been increased from $100,000 to $105,000.

Laura Pucket Daniels ***moved to authorize the board chair to sign the contract with Gunnison County and Mountain Express to provide senior transportation services as presented***. Ian Billick seconded the motion. The motion passed unanimously.

11) Appoint new Air Command Committee Chair

David Clayton has indicated that he is ready to step down from facilitating the committee meetings. Janet Farmer has volunteered to take on this role.

Ian Billick ***moved to appoint Janet Farmer as the Air Command Committee Facilitator.*** Laura Puckett Daniels seconded the motion. Motion passed unanimously.

12) Draft RFP for transit operator and maintenance services provider
Scott Truex presented the board with the draft Request for Proposals (RFP) for the transit operator and maintenance services provider. Kathy and Scott are currently in the process of rewriting the contract, which will become Exhibit 13. Scott plans to bring the board a final draft, including all exhibits, for approval at the next meeting.

The meeting adjourned at 9:42 am.

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on January 10, 2025.

Diego Plata, Secretary