

MEETING NOTICE

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

February 11, 2011 at 8:00 a.m.
in the Council Room
in the Crested Butte Town Hall
508 Maroon Ave, Crested Butte, CO.

There will also be an informational conference call which is open to the public on February 10, 2011 at 8:00 a.m.

For copies of the agenda and minutes of previous meetings, or information about joining the conference call, please call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting and/or conference call.

AGENDA
GUNNISON VALLEY TRANSPORTATION AUTHORITY
February 11, 2011
8:00 A.M. – CRESTED BUTTE COUNCIL CHAMBERS

- 8:00 A. INTRODUCTION
8:01 B. ADOPTION OF THE AGENDA – **motion & decision**
8:02 C. APPROVAL OF THE JANUARY 14, 2011 MINUTES – **motion & decision**
8:03 D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT – Scott Truex
8:10 E. CORRESPONDENCE – Scott Truex
GENERAL RTA ISSUES
8:11 F-1. OLD BUSINESS
 1) Draft 2012 Budget Options – Scott Truex

8:25 G-1. NEW BUSINESS
 1) Tourism Association Update – Jane Chaney
 2) Citizen Advisory Committee Update – Jeff Moffett

AIR SERVICE ISSUES
8:55 F-2. OLD BUSINESS
 1) 2010-2011 air service program – Kent Myers
 2) Airport survey update – Kent Myers

G-2. NEW BUSINESS
 1)

GROUND TRANSPORTATION ISSUES
9:15 F-3. OLD BUSINESS
 1) Gunnison – CB service update – Scott Truex

9:20 G-3. NEW BUSINESS
 1) Spring Season Bus Schedule

9:21 H. COMMENTS FROM BOARD MEMBERS
9:25 I. PUBLIC COMMENT PERIOD
9:30 J. ADJOURNMENT

Next Meeting –March 11, 8:00 a.m. in Gunnison

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

GUNNISON VALLEY TRANSPORTATION AUTHORITY

January 14, 2011 Meeting Minutes

Scott Truex, Executive Director
Kent Myers, Airplanners LLC
Jonathan Houck, City of Gunnison
Bill Nesbitt, City of Gunnison
Chris Morgan, Town of Mt. Crested Butte
William Buck, Town of Mt. Crested Butte
Paula Swenson, Gunnison County
Phil Chamberland, Gunnison County
Leah Williams, Town of Crested Butte
Roland Mason, Town of Crested Butte

Several other community members were present in the audience including representatives from The Town of Mount Crested Butte, Crested Butte Mountain Resort, the Crested Butte – Mt. Crested Butte Chamber of Commerce, Alpine Express, Gunnison / Crested Butte Tourism Association, the public, and the RTA Citizens Advisory Committee

A. INTRODUCTION – Jonathon Houck called the meeting to order at 8:03 a.m.

B. ADOPTION OF THE AGENDA – William Buck moved and Paula Swenson seconded to adopt the agenda as presented. Motion passed unanimously.

C. APPROVAL OF THE December 10, 2010 MINUTES – Paula Swenson moved and William Buck seconded to approve the minutes as presented. Motion passed unanimously.

D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT – Scott Truex presented the financial report to the board and noted that November revenues down slightly from 2009.

E. CORRESPONDENCE – Truex presented a thank you card from the Gunnison Art Center. The Center had received a round trip ticket to Denver on Black Hills Stage Lines for their fundraiser.

GENERAL RTA ISSUES

F-1. OLD BUSINESS – Airport update– John Devore reported that American Eagle is struggling, noting inconsistent flight crews and equipment problems. He also noted the difference between the airport being closed and closed for snowplowing. He reported on equipment issues, the bag belt, the restaurant and TSA security announcements. Kent Myers reported on new protocol for delayed flights with American. Discussion was held on the diversion plan.

G-1. NEW BUSINESS

- 1) Election of officers for 2011 – Paula Swenson moved and Phil Chamberland seconded to keep officers the same as last year. Motion passed unanimously
- 2) Long term budget – Scott Truex presented the draft long term budget noting the intent to build up capital reserves. The draft includes adding two more round trip buses next year and growing commitments to air and ground at the same time. Truex outlined his assumptions and asked for discussion. Jeff Moffett discussed the number of seats and caps. Kent Myers discussed load factors. Board asked for another draft which reflects the same air and bus service currently in place. Rather than a five year plan, Truex will come up with several options for next year's budget.
- 3) Tourism Association Update – Jane Chaney presented the new vacation planner and discussed various advertising promotions currently running.
- 4) Citizen Advisory Committee Update – Jeff Moffett reported on the monthly conference call.

AIR SERVICE ISSUES

F-2. OLD BUSINESS

- 1) 2010-2011 air service program – Kent Myers noted that load factors are higher than last year and he will have more financial information by the next meeting.
- 2) Marketing air service program – Jeff Moffett reported seat sales up over last year. He plans to rebuild group sales in January and discussed various marketing options. Kent Myers discussed American Airlines' current relationship with search engines. Jane Chaney presented several marketing options.

G-2. NEW BUSINESS

- 1) Airport survey update – Kent Myers reported that the survey is underway and thanked board for its participation. The students will continue surveying and results will be available this spring.

GROUND TRANSPORTATION ISSUES

F-3. OLD BUSINESS

- 1) Gunnison – CB service update – Scott Truex thanked Stewart Johnson and his crew for a great job with and noted repair and maintenance coming in under budget. He noted ridership was down during December but the program continues to work well. Stewart Johnson discussed \$2 fare issues.

G-3. NEW BUSINESS

- 1) Request for new bus stop at New Adam's House – Scott Truex noted this was a policy decision rather than an operational decision. Truex and Stewart Johnson agreed the stop is viable. Chris Gibson, representing New Adam's House, stated his reasons for request. Bill Nesbitt moved and William Buck seconded to approve a new stop at Riverbend through this season and re-evaluate next year. Motion passed unanimously.

- 2) Contract with Mt. Express regarding DPF equipment. Scott Truex explained the contract. Phil Chamberland moved and Paula Swenson seconded to approve the contract. Motion passed unanimously with Roland Mason and Leah Williams recusing themselves.

H. COMMENTS FROM BOARD MEMBERS – Jonathon Houck presented a plaque for Jim Starr for his service and will ask Starr to appear at next meeting. Jonathan Houck reported on the new bus stop in Gunnison. Paula Swenson said she and Jonathon Houck were meeting with United Airlines in Denver regarding spring and summer service and Kent Myers gave his input. Paula Swenson is taking the new vacation planner with her when she meets with the governor.

I. PUBLIC COMMENT PERIOD – No public comment.

J. ADJOURNMENT – The meeting was adjourned at 10:06 a.m.

Gunnison Valley Transportation Authority
Financial Report - December, 2010

	2010	% vs	2010	2010	2010
Revenues	Actual	Budget	Budget	Revisions	Projected
Starting Fund Balance 1/1	\$ 322,206.87		\$ 320,000	\$ 2,207	\$ 322,207
Jan	\$ 70,451.86	-18.2%	\$ 86,100	\$ (15,648)	\$ 70,452
Feb	\$ 75,382.08	-7.3%	\$ 81,300	\$ (5,918)	\$ 75,382
Mar	\$ 98,721.00	5.1%	\$ 93,900	\$ 4,821	\$ 98,721
April	\$ 43,672.88	-15.7%	\$ 51,800	\$ (8,127)	\$ 43,673
May	\$ 85,985.11	43.8%	\$ 59,800	\$ 26,185	\$ 85,985
June	\$ 88,798.10	-6.5%	\$ 95,000	\$ (6,202)	\$ 88,798
July	\$ 118,425.78	-1.3%	\$ 120,000	\$ (1,574)	\$ 118,426
Aug	\$ 107,499.60	-1.6%	\$ 109,200	\$ (1,700)	\$ 107,500
Sept	\$ 84,086.32	-6.8%	\$ 90,200	\$ (6,114)	\$ 84,086
Oct	\$ 65,900.47	-3.1%	\$ 68,000	\$ (2,100)	\$ 65,900
Nov	\$ 51,262.62	-10.1%	\$ 57,000	\$ (5,737)	\$ 51,263
Dec			\$ 107,000	\$ (21,000)	\$ 86,000
Year-to-date Revenues	\$ 890,185.82		\$ 912,300	\$ (22,114)	\$ 890,186
Full Year - Tax Revenues	\$ 890,185.82		\$ 1,019,300	\$ (43,114)	\$ 976,186
Other Revenues					
Line of Credit	\$ 250,000.00		\$ 250,000		\$ 250,000
RTA Tax - Clerk	\$ 5,738.82		\$ 5,000	\$ 739	\$ 5,739
Denver Bus Partners	\$ 28,750.00		\$ 31,500	\$ (2,750)	\$ 28,750
Operating Grant	\$ 133,340.00		\$ 132,000	\$ 1,340	\$ 133,340
Capital Grant	\$ 64,724.00		\$ 389,754	\$ (325,030)	\$ 64,724
Donations	\$ 17,163.24		\$ -	\$ 17,163	\$ 17,163
Park & Ride Partners	\$ 16,496.37		\$ -	\$ 16,496	\$ 16,496
Passenger Fares	\$ 12,999.10		\$ -	\$ 12,999	\$ 12,999
Refund of Expenditures	\$ 3,008.00		\$ -	\$ 3,008	\$ 3,008
Interest Revenue	\$ 3,603.34		\$ 7,555	\$ (3,952)	\$ 3,603
Total Revenue	\$ 1,426,008.69		\$ 1,835,109		\$ 1,512,008
Expenses					
Postage	\$ 76.83		\$ 100	\$ (23)	\$ 77
Photocopies	\$ 65.10		\$ 1,000	\$ (935)	\$ 65
Professional Services - Truex	\$ 67,200.00		\$ 67,200	\$ -	\$ 67,200
Professional Services - Airplanners	\$ 72,700.42		\$ 72,000	\$ 700	\$ 72,700
Professional Services - Landwehr	\$ 5,334.66		\$ 10,800	\$ (5,465)	\$ 5,335
Professional Services - Park & Ride	\$ 7,455.99		\$ -	\$ 7,456	\$ 7,456
Professional Services - Levy	\$ 1,075.00		\$ -	\$ 1,075	\$ 1,075
Professional Services - Other	\$ 1,208.15		\$ -	\$ 1,208	\$ 1,208
Audit Cost	\$ 2,250.00		\$ 2,318	\$ (68)	\$ 2,250
Revenue Collection Fee	\$ 10,830.55		\$ 15,000	\$ (4,169)	\$ 10,831
Airline Guarantees	\$ 600,000.00		\$ 600,000		\$ 600,000
Fees	\$ 30.25		\$ 150	\$ (120)	\$ 30
Bank Fees	\$ 1,561.00		\$ 1,550	\$ 11	\$ 1,561
Donations	\$ -		\$ 500	\$ (500)	\$ -
Ground Transportation	\$ 282,407.53		\$ 302,200	\$ (19,792)	\$ 282,408
Denver Bus Service	\$ -		\$ 45,500	\$ (45,500)	\$ -
Advertising	\$ 5,412.57		\$ 5,000	\$ 413	\$ 5,413
Travel & Transportation	\$ 354.01		\$ 1,200	\$ (846)	\$ 354
D&O Insurance	\$ 3,238.00		\$ 3,500	\$ (262)	\$ 3,238
Meals & Lodging	\$ 579.69		\$ 3,500	\$ (2,920)	\$ 580
Dues & Meetings	\$ 3,229.25		\$ 4,000	\$ (771)	\$ 3,229
Repair & Maintenance - Vehicles	\$ 26,319.77		\$ 40,000	\$ (13,680)	\$ 26,320
Fuel	\$ 56,066.45		\$ 62,300	\$ (6,234)	\$ 56,066
Equip & Furn under \$1,000	\$ 274.94		\$ -	\$ 275	\$ 275
Capital Costs	\$ 64,724.36		\$ 389,754	\$ (325,030)	\$ 64,724
Interest	\$ 3,114.57		\$ 5,000	\$ (1,885)	\$ 3,115
Treasurer's Fees	\$ 21,781.24		\$ 16,000	\$ 5,781	\$ 21,781
Transfer to General Fund	\$ 26,256.00		\$ 26,256		\$ 26,256
Principle Payments	\$ 250,000.00		\$ 250,000		\$ 250,000
Total Expenses	\$ 1,513,546.33		\$ 1,924,828		\$ 1,513,547
Revenues Over (Under) Expenses	\$ (87,537.64)		\$ (89,719)		\$ (1,539)
Balance Remaining	\$ 234,669.23		\$ 230,281		\$ 320,668

Report shows posted revenues through November & expenditures through December
 Report prepared by Scott Truex with information from the County Finance department on February 2, 2011
 Final Projected Fund Balance includes \$42,750 for Denver Bus Reserve



Gunnison Valley Transportation Authority

Scott Truex, Executive Director
P.O. Box 39, Crested Butte, CO 81224
Phone: 970.275.0111
FAX: 970.349.6626
Email: struex@wic.net

To: Board of Directors – Gunnison Valley RTA
From: Scott Truex
February 1, 2011
RE: 2012 Draft Budget and Long Term Budget Options

Board Members,

Per your direction, I have developed several budget options for 2012 and beyond.

I have discussed these with Kent Myers and we are in agreement with regards to the assumptions made and the recommendation to the board. Kent feels the best way to manage the losses from the air service program is to control the available seats just like the airlines have done over the past 5 years. The GUC program this year will have a higher load factor but it is too early to forecast the year end results at this time and we will know more in late February.

At the end of this document, you will find the spreadsheets that back up the data for each of these scenarios. I have also included two scenarios which show an increase in the sales tax to 0.6% valley-wide after a potential vote in November, 2012.

No matter which scenario you choose, it is obvious that we are still recovering from the hit to our fund balance which we incurred after the winter of 2008-2009, and it is imperative that we do not put ourselves in that situation again.

Option 1

Option 1 is the scenario presented to you at the last board meeting. It includes Kent's recommendation regarding the level of air service necessary next year to serve the community and to create the possibility of not paying the full MRG contracts for the foreseeable future.

The air service would be the same as this year, but with a limited schedule from Houston for a longer period of time. This year, we are running daily service from Houston during the holidays, for the last 2 weeks of February, and for the month of March. During the month of January and the first two weeks of February, we are running service 4 times per week. The proposal is to run daily from Houston during the holidays, and 2 times per

week for the rest of the season. Service to Dallas and Denver would be the same. This option allows for us to take advantage of the merger between United and Continental, since people booking from Houston will have the ability to fly one direction through Denver if the direct flight is not scheduled on their travel day.

In Option 1, the bus service is increased to 8 trips per day in the winter and remains at 3 trips per day for the rest of the year. This would allow for enough winter service to return to free service. Reducing service and charging a fare this year caused a dramatic decrease in the number of passengers we have carried so far this winter, and this Option should increase rider numbers substantially. By 2013, bus service increases back to 2010 levels and does not increase beyond that.

Option 1			CBMR	RTA	Net	Other		Year End	Year End
	Total	RTA	Expected	Expected	Bus Program	Costs	Year End	Unobligated	
	MRG	MRG	MRG	MRG	Costs	less Other	Capitla	Fund	
	Contracts	Commitment	Payment	Payment	After Grants	Revenues	Reserve	Balance	
2010	\$ 1,400,000	\$ 600,000	\$ 800,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 50,000	\$ 251,002	
2011	\$ 1,190,000	\$ 325,000	\$ 865,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 100,000	\$ 306,519	
2012	\$ 840,000	\$ 375,000	\$ 348,750	\$ 281,250	\$ 303,707	\$ 236,457	\$ 150,000	\$ 342,305	
2013	\$ 1,000,000	\$ 400,000	\$ 450,000	\$ 300,000	\$ 314,624	\$ 245,915	\$ 200,000	\$ 384,326	
2014	\$ 1,000,000	\$ 475,000	\$ 393,750	\$ 356,250	\$ 327,209	\$ 255,752	\$ 250,000	\$ 395,303	
2015	\$ 1,000,000	\$ 520,000	\$ 360,000	\$ 390,000	\$ 340,297	\$ 265,982	\$ 300,000	\$ 399,221	
2016	\$ 1,000,000	\$ 565,000	\$ 326,250	\$ 423,750	\$ 353,909	\$ 276,621	\$ 350,000	\$ 397,648	

Option 1b

This option is the same as option 1, but doesn't reduce the number of flights to Houston as much. It has daily flights through the holidays and 3 (or perhaps 4) flights per week for the rest of the season. This would address CBMR's concerns regarding groups, and would also increase the chances of achieving higher load factors. This option assumes we can get the MRG caps for the two programs down to \$925k and that we end up paying 75% of the caps.

Option 1b			CBMR	RTA	Net	Other		Year End	Year End
	Total	RTA	Expected	Expected	Bus Program	Costs	Year End	Unobligated	
	MRG	MRG	MRG	MRG	Costs	less Other	Capitla	Fund	
	Contracts	Commitment	Payment	Payment	After Grants	Revenues	Reserve	Balance	
2010	\$ 1,400,000	\$ 600,000	\$ 800,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 50,000	\$ 251,002	
2011	\$ 1,190,000	\$ 325,000	\$ 865,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 100,000	\$ 306,519	
2012	\$ 925,000	\$ 375,000	\$ 412,500	\$ 281,250	\$ 303,707	\$ 236,457	\$ 150,000	\$ 342,305	
2013	\$ 1,000,000	\$ 400,000	\$ 450,000	\$ 300,000	\$ 314,624	\$ 245,915	\$ 200,000	\$ 384,326	
2014	\$ 1,000,000	\$ 475,000	\$ 393,750	\$ 356,250	\$ 327,209	\$ 255,752	\$ 250,000	\$ 395,303	
2015	\$ 1,000,000	\$ 520,000	\$ 360,000	\$ 390,000	\$ 340,297	\$ 265,982	\$ 300,000	\$ 399,221	
2016	\$ 1,000,000	\$ 565,000	\$ 326,250	\$ 423,750	\$ 353,909	\$ 276,621	\$ 350,000	\$ 397,648	

Options 2, 3, & 4

Each of these options is based upon the assumption that we look at air service such that the most important thing is the number of seats (not the ability to come in under the MRG caps.) Therefore, in these scenarios, the MRG caps increase each year. This is what has

happened to us in other markets. There are several examples of markets that we had to drop out of because the caps became too high. You can see in these scenarios, that the RTA does not have the ability to contribute a large percentage of the guarantees and that we would rely on CBMR to contribute more and more each year (over a million dollars a year fairly quickly.)

Option 2

Option 2 leaves the bus service at current levels for the next 5 years (with a \$2 fare.)

Option 2	Total MRG Contracts	CBMR MRG Payment	RTA MRG Payment	Net Bus Program Costs After Grants	Other Costs less Other Revenues	Year End Capital Reserve	Year End Unobligated Fund Balance
2010	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 50,000	\$ 251,002
2011	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 100,000	\$ 306,519
2012	\$ 1,200,000	\$ 875,000	\$ 325,000	\$ 220,000	\$ 236,457	\$ 150,000	\$ 382,262
2013	\$ 1,300,000	\$ 865,000	\$ 435,000	\$ 228,800	\$ 245,915	\$ 200,000	\$ 375,107
2014	\$ 1,400,000	\$ 945,000	\$ 455,000	\$ 237,952	\$ 255,752	\$ 250,000	\$ 376,591
2015	\$ 1,500,000	\$ 1,015,000	\$ 485,000	\$ 247,470	\$ 265,982	\$ 300,000	\$ 378,336
2016	\$ 1,600,000	\$ 1,075,000	\$ 525,000	\$ 257,369	\$ 276,621	\$ 350,000	\$ 372,053

Option 3

Option 3 leaves bus service at 2011 levels in 2012 and returns bus service to 2010 levels in 2013.

Option 3	Total MRG Contracts	CBMR MRG Payment	RTA MRG Payment	Net Bus Program Costs After Grants	Other Costs less Other Revenues	Year End Capital Reserve	Year End Unobligated Fund Balance
2010	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 50,000	\$ 251,002
2011	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 100,000	\$ 306,519
2012	\$ 1,200,000	\$ 875,000	\$ 325,000	\$ 220,000	\$ 236,457	\$ 150,000	\$ 382,262
2013	\$ 1,300,000	\$ 950,000	\$ 350,000	\$ 314,624	\$ 245,915	\$ 200,000	\$ 374,283
2014	\$ 1,400,000	\$ 1,040,000	\$ 360,000	\$ 327,209	\$ 255,752	\$ 250,000	\$ 381,510
2015	\$ 1,500,000	\$ 1,100,000	\$ 400,000	\$ 340,297	\$ 265,982	\$ 300,000	\$ 375,428
2016	\$ 1,600,000	\$ 1,175,000	\$ 425,000	\$ 353,909	\$ 276,621	\$ 350,000	\$ 372,605

Option 4

Option 4 increases bus service to 8 trips per day in 2012 just like in option number one and returns bus service to 2010 levels in 2013.

Option 4	Total	CBMR	RTA	Net	Other	Year End	Year End
	MRG	MRG	MRG	Bus Program	Costs	Capitla	Unobligated
	Contracts	Payment	Payment	Costs	less Other	Reserve	Fund
			After Grants	Revenues		Balance	
2010	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 50,000	\$ 251,002
2011	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 100,000	\$ 306,519
2012	\$ 1,200,000	\$ 950,000	\$ 250,000	\$ 303,707	\$ 236,457	\$ 150,000	\$ 373,555
2013	\$ 1,300,000	\$ 960,000	\$ 340,000	\$ 314,624	\$ 245,915	\$ 200,000	\$ 375,576
2014	\$ 1,400,000	\$ 1,040,000	\$ 360,000	\$ 327,209	\$ 255,752	\$ 250,000	\$ 382,803
2015	\$ 1,500,000	\$ 1,100,000	\$ 400,000	\$ 340,297	\$ 265,982	\$ 300,000	\$ 376,721
2016	\$ 1,600,000	\$ 1,175,000	\$ 425,000	\$ 353,909	\$ 276,621	\$ 350,000	\$ 373,898

Recommendation:

Based upon our understanding of the will of the Board of Directors coming out of the retreat, and based upon our belief that paying the full caps each year is not sustainable and will result in our inability to remain in the markets we currently serve, Kent and I recommend that you proceed with either Option 1 or Option 1b. If we are able to negotiate MRG caps that work for Option 1b, we feel that this program has a good chance of succeeding.

This year's program has started off well and the December numbers are encouraging. We have been able to sell more seats and it seems likely that the revenue per seat has increased. The daily flight from Houston on the new United/Continental Airlines seems to have worked well, but we believe that the capacity will prove to be too high during the later part of the season. Because passengers will have the ability to return through Denver on the new United/Continental Airlines, we do not need daily service. We will almost definitely end up paying the full caps this year, and we believe that Option 1b could address CBMR's concerns while also meeting our criteria for being able to run a successful air program next year.

No matter which option you choose, it is apparent that we can commit only \$250,000 - \$375,000 to the air program this year (depending upon the option chosen).

So while it may seem that we can put off the decision to future years (since our contribution will not be too large in 2012) the choice made will cause an impact to the air program which becomes more dramatic as we go out further in time. It is important that we determine now what our philosophy will be going forward.

Option 2 - Bus - same as 2011 for the next five years. Air - Pay caps and grow caps each year.

2012 - 2016 bus service remains the same as 2011.
 2012 - MRG cap is estimated to be \$1,200,000 and MRG payment is estimated to be the entire cap.
 2013-2016 - assumes an air program designed such that all MRG caps are reached and paid.

	Beginning Unobligated Fund		Revenues Tax		Total RTA Expected		Net Bus Program Costs		Other Costs less Other Revenues		Year End Fund Balance		Year End Denver Bus Reserve		Year End Capital Reserve		Year End Unobligated Fund Balance	
	Balance	Revenues Tax	Contracts MRG	Commitment MRG	RTA MRG	Expected MRG	Payment MRG	After Grants	Revenues	Balance	Reserve	Balance	Reserve	Reserve	Reserve	Balance		
2010	\$ 322,207	\$ 999,665	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 343,752	\$ 42,750	\$ 50,000	\$ 251,002					
2011	\$ 251,002	\$ 864,000	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 406,519	\$ -	\$ 100,000	\$ 306,519					
2012	\$ 306,519	\$ 907,200	\$ 1,200,000	\$ 875,000	\$ 325,000	\$ 1,200,000	\$ 325,000	\$ 220,000	\$ 236,457	\$ 532,262	\$ -	\$ 150,000	\$ 382,262					
2013	\$ 382,262	\$ 952,560	\$ 1,300,000	\$ 865,000	\$ 435,000	\$ 1,300,000	\$ 435,000	\$ 228,800	\$ 245,915	\$ 575,107	\$ -	\$ 200,000	\$ 375,107					
2014	\$ 375,107	\$ 1,000,188	\$ 1,400,000	\$ 945,000	\$ 455,000	\$ 1,400,000	\$ 455,000	\$ 237,952	\$ 255,752	\$ 626,591	\$ -	\$ 250,000	\$ 376,591					
2015	\$ 376,591	\$ 1,050,197	\$ 1,500,000	\$ 1,015,000	\$ 485,000	\$ 1,500,000	\$ 485,000	\$ 247,470	\$ 265,982	\$ 678,336	\$ -	\$ 300,000	\$ 378,336					
2016	\$ 378,336	\$ 1,102,707	\$ 1,600,000	\$ 1,075,000	\$ 525,000	\$ 1,600,000	\$ 525,000	\$ 257,369	\$ 276,621	\$ 722,053	\$ -	\$ 350,000	\$ 372,053					

Option 3 - Bus - 2012 same as 2011 with growth back to 2010 levels in 2013. Air - Pay caps and grow caps each year.

2012 - bus service remains the same as 2011.
 2012 - Air Service Program remains the same as 2011
 2012 - MRG cap is estimated to be \$1,200,000 and MRG payment is estimated to be the entire cap.
 2013 - bus service returns to 2010 levels (10 trips in the winter and 3 trips the rest of the year with free service.)
 2013-2016 - assumes an air program designed such that all MRG caps are reached and paid.

	Beginning Unobligated Fund		Revenues Tax		Total RTA Expected		Net Bus Program Costs		Other Costs less Other Revenues		Year End Fund Balance		Year End Denver Bus Reserve		Year End Capital Reserve		Year End Unobligated Fund Balance	
	Balance	Revenues Tax	Contracts MRG	Commitment MRG	RTA MRG	Expected MRG	Payment MRG	After Grants	Revenues	Balance	Reserve	Balance	Reserve	Reserve	Reserve	Balance		
2010	\$ 322,207	\$ 999,665	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 343,752	\$ 42,750	\$ 50,000	\$ 251,002					
2011	\$ 251,002	\$ 864,000	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 406,519	\$ -	\$ 100,000	\$ 306,519					
2012	\$ 306,519	\$ 907,200	\$ 1,200,000	\$ 875,000	\$ 325,000	\$ 1,200,000	\$ 325,000	\$ 220,000	\$ 236,457	\$ 532,262	\$ -	\$ 150,000	\$ 382,262					
2013	\$ 382,262	\$ 952,560	\$ 1,300,000	\$ 865,000	\$ 350,000	\$ 1,300,000	\$ 350,000	\$ 314,624	\$ 245,915	\$ 574,283	\$ -	\$ 200,000	\$ 374,283					
2014	\$ 374,283	\$ 1,000,188	\$ 1,400,000	\$ 1,040,000	\$ 360,000	\$ 1,400,000	\$ 360,000	\$ 327,209	\$ 255,752	\$ 631,510	\$ -	\$ 250,000	\$ 381,510					
2015	\$ 381,510	\$ 1,050,197	\$ 1,500,000	\$ 1,100,000	\$ 400,000	\$ 1,500,000	\$ 400,000	\$ 340,297	\$ 265,982	\$ 675,428	\$ -	\$ 300,000	\$ 375,428					
2016	\$ 375,428	\$ 1,102,707	\$ 1,600,000	\$ 1,175,000	\$ 425,000	\$ 1,600,000	\$ 425,000	\$ 353,909	\$ 276,621	\$ 722,605	\$ -	\$ 350,000	\$ 372,605					

Option 4 - Bus - 8 free trips per day in winter of 2012 with growth back to 2010 levels in 2013. Air - Pay caps and grow caps each year.

2012 - bus service increased to 8 trips in the winter (free service) with minimal service the rest of the year.
 2012 - Air Service Program remains the same as 2011
 2012 - MRG cap is estimated to be \$1,200,000 and MRG payment is estimated to be the entire cap.
 2013 - bus service returns to 2010 levels (10 trips in the winter and 3 trips the rest of the year with free service.)
 2013-2016 - assumes an air program designed such that all MRG caps are reached and paid.

	Beginning				Total				Net				Net						
	Unobligated Fund	Tax	Revenues	Balance	Total MRG	CBMR MRG	RTA MRG	Commitment	Expected MRG	RTA MRG	Expected MRG	Bus Program Costs	After Grants	Revenues	Other Costs	Year End Fund Balance	Year End Denver Bus Reserve	Year End Capital Reserve	Year End Unobligated Fund Balance
2010	\$ 322,207	\$ 999,665	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 343,752	\$ 42,750	\$ 50,000	\$ 251,002				\$ 251,002
2011	\$ 251,002	\$ 864,000	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 406,519	\$ -	\$ 100,000	\$ 306,519				\$ 306,519
2012	\$ 306,519	\$ 907,200	\$ 840,000	\$ 465,000	\$ 375,000	\$ 630,000	\$ 281,250	\$ 303,707	\$ 236,457	\$ 303,707	\$ 245,915	\$ 575,576	\$ -	\$ 150,000	\$ 373,555				\$ 373,555
2013	\$ 373,555	\$ 952,560	\$ 1,300,000	\$ 960,000	\$ 340,000	\$ 1,300,000	\$ 340,000	\$ 1,300,000	\$ 340,000	\$ 314,624	\$ 245,915	\$ 575,576	\$ -	\$ 200,000	\$ 375,576				\$ 375,576
2014	\$ 375,576	\$ 1,000,188	\$ 1,400,000	\$ 1,040,000	\$ 360,000	\$ 1,400,000	\$ 360,000	\$ 1,400,000	\$ 360,000	\$ 327,209	\$ 255,752	\$ 632,803	\$ -	\$ 250,000	\$ 382,803				\$ 382,803
2015	\$ 382,803	\$ 1,050,197	\$ 1,500,000	\$ 1,100,000	\$ 400,000	\$ 1,500,000	\$ 400,000	\$ 1,500,000	\$ 400,000	\$ 340,297	\$ 265,982	\$ 676,721	\$ -	\$ 300,000	\$ 376,721				\$ 376,721
2016	\$ 376,721	\$ 1,102,707	\$ 1,600,000	\$ 1,175,000	\$ 425,000	\$ 1,600,000	\$ 425,000	\$ 1,600,000	\$ 425,000	\$ 353,909	\$ 276,621	\$ 723,898	\$ -	\$ 350,000	\$ 373,898				\$ 373,898

Option 5 - Per Initial Board Direction (Steadily grow both air and ground and don't pay caps.) Raise in taxes to .6% valleywide in Nov., 2012.

2012 - bus service increased to 8 trips in the winter (free service) with minimal service the rest of the year.
 2012 - air service per Airplanners recommendation:
 - UA from DEN with 2X daily
 - UA from IAH daily during Christmas and New Years, Saturday/Sunday only from January 2 to end of March
 - AA from DFW with 2X daily
 2012 - MRG cap is estimated to be \$840,000 and MRG payment is estimated to be \$630,000 (*we will have better information in March, 2011.)
 2013 - revenues increase by \$275,000 due to tax increase.
 2013 - bus service returns to 10 trips in the winter, 3 trips in spring and fall, and 6 trips in summer.
 2013-2016 - assumes an air program designed to succeed such that only 75% of the caps need to be paid.

	Beginning				Total				Net				Net						
	Unobligated Fund	Tax	Revenues	Balance	Total MRG	CBMR MRG	RTA MRG	Commitment	Expected MRG	RTA MRG	Expected MRG	Bus Program Costs	After Grants	Revenues	Other Costs	Year End Fund Balance	Year End Denver Bus Reserve	Year End Capital Reserve	Year End Unobligated Fund Balance
2010	\$ 322,207	\$ 999,665	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 343,752	\$ 42,750	\$ 50,000	\$ 251,002				\$ 251,002
2011	\$ 251,002	\$ 864,000	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 406,519	\$ -	\$ 100,000	\$ 306,519				\$ 306,519
2012	\$ 306,519	\$ 907,200	\$ 840,000	\$ 465,000	\$ 375,000	\$ 630,000	\$ 281,250	\$ 303,707	\$ 236,457	\$ 303,707	\$ 245,915	\$ 575,576	\$ -	\$ 150,000	\$ 342,305				\$ 342,305
2013	\$ 342,305	\$ 1,227,560	\$ 1,000,000	\$ 300,000	\$ 700,000	\$ 750,000	\$ 525,000	\$ 382,000	\$ 245,915	\$ 382,000	\$ 245,915	\$ 566,950	\$ -	\$ 200,000	\$ 366,950				\$ 366,950
2014	\$ 366,950	\$ 1,288,938	\$ 1,000,000	\$ 225,000	\$ 775,000	\$ 750,000	\$ 581,250	\$ 397,280	\$ 255,752	\$ 397,280	\$ 255,752	\$ 621,606	\$ -	\$ 250,000	\$ 371,606				\$ 371,606
2015	\$ 371,606	\$ 1,353,385	\$ 1,000,000	\$ 180,000	\$ 820,000	\$ 750,000	\$ 615,000	\$ 413,171	\$ 265,982	\$ 413,171	\$ 265,982	\$ 680,838	\$ -	\$ 300,000	\$ 380,838				\$ 380,838
2016	\$ 380,838	\$ 1,421,054	\$ 1,000,000	\$ 125,000	\$ 875,000	\$ 750,000	\$ 656,250	\$ 429,698	\$ 276,621	\$ 429,698	\$ 276,621	\$ 739,322	\$ -	\$ 350,000	\$ 389,322				\$ 389,322

Option 6 - Steadily grow both air and ground. Pay full caps and grow caps each year. Raise in taxes to .6% valleywide in November, 2012.

- 2012 - bus service increased to 8 trips in the winter (free service) with minimal service the rest of the year.
- 2012 - Air Service Program remains the same as 2011
- 2012 - MRG cap is estimated to be \$1,200,000 and MRG payment is estimated to be the entire cap.
- 2013 - revenues increase by \$275,000 due to tax increase.
- 2013 - bus service returns to 10 trips in the winter, 3 trips in spring and fall, and 6 trips in summer.
- 2013-2016 - assumes an air program designed such that all MRG caps are reached and paid.

	Beginning Unobligated Fund Balance	Tax Revenues	Total MRG Contracts	CBMR MRG Commitment	RTA MRG Commitment	Total Expected MRG Payment	RTA Expected MRG Payment	Net Bus Program Costs After Grants	Net Other Costs less Other Revenues	Year End Fund Balance	Year End Denver Bus Reserve	Year End Capital Reserve	Year End Unobligated Fund Balance
2010	\$ 322,207	\$ 999,665	\$ 1,400,000	\$ 800,000	\$ 600,000	\$ 1,400,000	\$ 600,000	\$ 218,514	\$ 159,606	\$ 343,752	\$ 42,750	\$ 50,000	\$ 251,002
2011	\$ 251,002	\$ 864,000	\$ 1,190,000	\$ 865,000	\$ 325,000	\$ 1,190,000	\$ 325,000	\$ 211,026	\$ 265,207	\$ 406,519	\$ -	\$ 100,000	\$ 306,519
2012	\$ 306,519	\$ 907,200	\$ 1,200,000	\$ 875,000	\$ 325,000	\$ 900,000	\$ 325,000	\$ 303,707	\$ 236,457	\$ 448,555	\$ -	\$ 150,000	\$ 298,555
2013	\$ 298,555	\$ 1,227,560	\$ 1,300,000	\$ 825,000	\$ 475,000	\$ 975,000	\$ 475,000	\$ 382,000	\$ 245,915	\$ 573,200	\$ -	\$ 200,000	\$ 373,200
2014	\$ 373,200	\$ 1,288,938	\$ 1,400,000	\$ 825,000	\$ 575,000	\$ 1,050,000	\$ 575,000	\$ 397,280	\$ 255,752	\$ 634,106	\$ -	\$ 250,000	\$ 384,106
2015	\$ 384,106	\$ 1,353,385	\$ 1,500,000	\$ 875,000	\$ 625,000	\$ 1,125,000	\$ 625,000	\$ 413,171	\$ 265,982	\$ 683,338	\$ -	\$ 300,000	\$ 383,338
2016	\$ 383,338	\$ 1,421,054	\$ 1,600,000	\$ 925,000	\$ 675,000	\$ 1,200,000	\$ 675,000	\$ 429,698	\$ 276,621	\$ 723,072	\$ -	\$ 350,000	\$ 373,072

Ridership on the RTA Gunnison - Crested Butte Route										Riders	
Year	Month	Riders	Bus Trips	Miles	Days	Riders per trip	Riders per day	Riders Last Year	Bus Trips Last Year	Riders per trip Last Year	Total Riders Change
2011	January	5,187	372	11,904	31	13.94	167.3	15,050	644	23.37	(9,863)

Alpine Express - 2011 RTA Bus Boardings by Bus Stop													
Month	# of days	Total		Riders		Total		Riders		Riders		Riders	
		Northbound	Southbound	Off at	On at	Southbound	On in	On in	Off at	On at	Total	CB South	%
November	7	409	445	5	55	445	353	73	10	4	854	74	8.67%
December	31	2999	2651	61	167	2651	2056	548	57	55	5,650	340	6.02%
January	31	2743	2444	18	8	2444	1833	572	42	37	5,187	105	2.02%
Total	69	6,151	5,540	84	230	5,540	4,242	1,193	109	96	11,691	519	4.44%

Alpine Express RTA Riders by Time For Winter 2010 - 2011					
		November	December	January	Winter
# of days		7	31	31	69
Leg	# of pax	# of pax	# of pax	# of pax	# of pax
6:45am GUN to CB	122	998	853	1973	
7:45am GUN to CB	111	779	629	1519	
10:45am GUN to CB	118	651	692	1461	
2:45pm GUN to CB	20	164	200	384	
4:00pm GUN to CB	13	226	195	434	
7:00pm GUN to CB	25	181	174	380	
8:00am CB to GUN	19	156	188	363	
9:00am CB to GUN	18	99	138	255	
12:00pm CB to GUN	81	424	382	887	
4:15pm CB to GUN	179	1048	868	2095	
5:15pm CB to GUN	107	700	660	1467	
8:15pm CB to GUN	41	224	208	473	
Total		854	5,650	5,187	11,691

RTA								
Late/ Missed runs and complaints								
1-1-11 1-31-11								
Date	Late run	Reason	Missed Runs	Reason	ADA Lifts	Complaints	Compliments	Incidents
1/21/2011						Passenger said driver left stop 5 minutes early		
1/31/2011						Driver did not see passenger unloading at car and left stop without passenger.		

2011 FREE Bus Schedule



RTA FREE BUS Schedule – 2011

The bus runs a loop through the City of Gunnison before heading north on Hwy 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.

April 4, 2011 – November 22, 2011

<u>Leaving Gunnison for Mt. Crested Butte:</u>					<u>Leaving Mt. Crested Butte for Gunnison</u>		
Gunnison Community Schools <i>Then to:</i> 11 th & Virginia <i>and</i> Virginia & Spruce	Spruce & Hwy 50 <i>Then to:</i> Colorado & Hwy 50 <i>and</i> Colorado & Ohio	Denver & Hwy 135	Spencer & Hwy 135	Cement Creek Road Northbound to CB	Mt. CB Transit Center	Crested Butte 4 - Way Stop	Cement Creek Road Southbound to Gunnison
6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:20 AM	8:00 AM	8:05 AM	8:15 AM
10:45 AM	10:50 AM	10:55 AM	11:00 AM	11:20 AM	12:15 PM	12:20 PM	12:30 PM
4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:35 PM	5:15 PM	5:20 PM	5:30 PM

All buses are wheelchair accessible. For more information, please call Mountain Express at 349-5616.

STATEMENT OF RIGHTS

In accordance with the provisions of the Americans with Disabilities Act and Civil Rights Act of 1964, The RTA does not discriminate on the basis of disability, race, color, national origin, sexual orientation, or gender. For more information about these statutes, or to file a complaint, contact the RTA designated Disability Rights and Title VI coordinator, Scott Truex, Executive Director, PO Box 39, Crested Butte, CO. 81224. (970) 275-0111. For Telecommunication Relay Service, call 1-800-659-2656 (hearing impaired). Individuals will be permitted to use service animals, as defined within ADA guidelines, if necessary.