

MEETING NOTICE

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

February 12, 2010 at 8:00 a.m.
in the Council Room
in the Crested Butte Town Hall
508 Maroon Ave, Crested Butte, CO.

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

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

AGENDA
GUNNISON VALLEY TRANSPORTATION AUTHORITY
February 12, 2010
8:00 A.M. – CRESTED BUTTE COUNCIL CHAMBERS

- 8:00 A. INTRODUCTION
- 8:01 B. APPROVAL OF THE JANUARY 15, 2010 MINUTES
- 8:03 C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- 8:08 D. CORRESPONDENCE

GENERAL RTA ISSUES

- 8:15 E-1. OLD BUSINESS
 - 1) Funding partners – next steps
 - 2) Tax rate discussion

- 8:45 F-1. NEW BUSINESS
 - 1) Bus wraps
 - 2) Report from Tourism Association
 - 3) Comments from Citizen Advisory Committee

AIR SERVICE ISSUES

- 9:00 E-2. OLD BUSINESS
 - 1) 2009-2010 Air service update
 - 2) Airport Survey - update

- F-2. NEW BUSINESS
 - 1) Airport restrictions and history – Kent
 - 2) Summer 2010 update – Kent
 - 3) Winter 2010-2011 air service – Kent & Jeff

GROUND TRANSPORTATION ISSUES

- 10:00 E-3. OLD BUSINESS
 - 1) Gunnison – CB service update

- 10:10 F-3. NEW BUSINESS
 - 1) Possible executive session – potential land purchase negotiations

- 10:30 G. COMMENTS FROM BOARD MEMBERS
- 10:35 H. PUBLIC COMMENT PERIOD
- 10:40 I. ADJOURNMENT

Next Meeting –March 26th, 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
Meeting Minutes
January 15th, 2010

Members Present:

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

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

A. INTRODUCTION : The meeting was called to order by Jim Starr at 8 a.m. Jim requested to allow Rodney Moyer, a representative from the WSC student council, to give an update on the voluntary student bus fee following the correspondence agenda item so Rodney could attend a 9 a.m. class. Jim also welcomed Paula Swenson to the board, taking Hap Channell's place as a Gunnison County representative.

B. APPROVAL OF THE DECEMBER 11, 2009 MINUTES : Bill Nesbitt moved to approve the December minutes. William Buck seconded the motion. The motion was approved unanimously.

C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT : Scott reported that November revenues would be 33 percent down from last year with approximately \$54,000. Year-to-date revenues would be down 15 percent if you did not include one-time payers. Scott is projecting a year end fund balance of \$300,000. Scott reported that there have been \$226 in donations on the Gunnison to Crested Butte bus service in the first month that donations have been accepted. Bill Babbitt asked why the Repairs and Maintenance line item for ground transportation was \$30,000 over budget. Scott said most of the increase was from the purchase of the backup bus. Alpine Express was also reimbursed for parts and inventory when the provider was switched to Mountain Express.

D. CORRESPONDENCE : Scott reported that he had received one email complaint about service on United Airlines and Ken Coleman was looking into it.

GENERAL RTA ISSUES

F-1 : WSC Student fee for bus service : Rodney Moyer from the WSC student council said the student government was in favor of the fee and trying to push it through. He said the student body would need to vote on the issue in April. If the measure is passed by the students it would then need to get the approval of the cabinet of the college, and then by the board of trustees. He said they were on track for getting the fee started by next semester. Bill Nesbitt asked if the RTA should write the student government a letter of support, and Rodney replied that such a letter would not be necessary and the student government was well aware of the issue and already supporting it. Scott Truex asked how much the fee would be. Rodney

said \$8 and it would be a voluntary fee that students would need to check off at enrollment otherwise they would automatically pay it. He said the student fitness center had a fee set up the same way and 95 percent of the student population pays it. Jim Starr thanked Rodney for the update.

E-1. OLD BUSINESS

1) Funding partners subcommittee

a. Second homeowners meet & greet – report, update, & discussion

Jim Starr said the focus group report had some good notes that were worth taking a look at. He said they ended up with four second-home-owner participants. The group also included himself, Kent Meyers, Jeff Moffett, Daren Cole and Margo Levy as a facilitator. Jim said one of the biggest issues they discussed was that many people believe the RTA was primarily focused on ground transportation and there was need for better public education about the RTA's airline efforts. Jim said the focus group also discussed going to the business community to look for funding, and also about the difficulty of traveling to Crested Butte by going through Denver.

Kent said second homeowners were willing to support the airlines, and agreed that second homeowners wanted the business community to step up first. Scott Truex thanked Richard Bond for his help on the focus group. Richard agreed that it was important for businesses to get involved in supporting airline guarantees, but he was concerned of the ability for businesses to do that in the near future. Jim asked to put the issue on the next meeting agenda to discuss some of the next steps to take. There was further discussion about write-ups in the newspapers and general meetings with the public. Roland Mason asked about painting the busses differently or somehow advertising air transportation on the busses. Truex said there was no room for advertisements inside the bus, but a vinyl wrap was a good idea.

F-1. NEW BUSINESS

1) Election of Officers for 2010

Scott Truex said that per Rod Landwehr's advice, the election of officers had to be done by an open vote. Bill Nesbitt asked if the RTA should consider a scheduled rotation of officers each year. Paula Swenson also supported a scheduled rotation. Jonathan Houck said he liked having consistency in a board officer in order to see certain issues through to completion. Jim Starr said it was good to change leadership once in a while, but agreed with Jonathan about consistency.

Jim Starr was nominated by Jonathan Houck to continue serving as chairman of the board. Leah Williams seconded the nomination. William Buck was nominated by Bill Babbitt to serve as chair. Bill Nesbitt seconded. Jim Starr and William Buck each received four votes in a tie. The board decided to re-open the table to nominations. Bill Nesbitt nominated Jonathan Houck, and Paula Swenson seconded. Jim Starr received three votes, Jonathan Houck received three, and William Buck received two. The board then voted between Jim Starr and Jonathan Houck. Jonathan Received seven votes and Jim Starr received one. The remaining officer positions were voted on as a slate. Bill Nesbitt nominated William Buck for vice-chair, Linda Neinheuser as treasurer, and Leah Williams as secretary. The slate was approved unanimously.

E-2 2)

Following the election of officers, Bill Nesbitt asked to move onto item E-2 2. Airport Update so airport manager John DeVore could leave. DeVore said there is a perception that commercial flights get the right of way at the airport over general aviation, but that was not true. He said a large number corporate business flights using the runway almost forced an Airbus to turn around and caused delays in plowing the runway. DeVore said with winter weather, the rule of thumb at the airport is if you cannot see the W on Tenderfoot Mountain the planes will divert. The owners of the Gunnisack Restaurant were now

operating the airport restaurant and were doing a great job. He said the newest TSA screening system is faster and frees up space in the terminal. The remodel of the bathrooms could not be done before ski season but would begin soon. Bill Nesbitt asked if there had been any response to the airport surveys. DeVore said they had not started yet. He said the best way to conduct the survey would be to have the WSC students from Caroline Mitchell's class walk around the airport and do the surveys in person. DeVore said he could get the student surveyors inside the secure area of the terminal. The board thanked John for the update.

2) Report from Tourism Association – Jane Chaney reported that she had worked with Scott Truex to develop a recent radio PSA. She said the TA was now working on attracting some more visitors in the short term.

3) Comments from Citizen Advisory Committee

Jeff Moffett reported that he had talked to American Airlines officials and discussed the possibility of marketing the Friends and Family Fly Free promotion at CBMR on the AA.com website. Jeff said he thought that published fares on all three airlines were currently looking good.

AIR SERVICE ISSUES

E-2. OLD BUSINESS

1)2009-2010 Air service update

Kent Myers reported that despite an overall reduction in seats from last year, load factors on flights were still struggling. He provided a chart comparing Gunnison / Crested Butte's monthly load factors with other airports in the state. He was working on compiling average fares at each of the airports too. Kent said average fares were higher than last year and that Delta however had the highest fares as well as the best load factors.

F-2. NEW BUSINESS

1) Potential for advertising flights in local papers – discussion

Scott Truex said the RTA spent \$5,000 on advertising flights in local newspapers last year. He said part of the reason for doing it was to generate good publicity among local residents with the RTA ballot issue coming that November. Sales did increase after the advertisements, but not enough to affect the MRGs. Kent Myers warned that fares would be anywhere from \$40 to \$220 higher than last year. Jim Starr made a motion to authorize Scott to spend up to \$5,000 in advertisements in local papers. Bill Nesbitt Seconded. William Buck recommended spending half the amount. Scott said he could look at ways to lower the advertising costs, such as alternating between newspapers. Jim rescinded the first motion and made a new motion authorizing an expenditure of up to \$3,000 for advertising. Bill Nesbitt seconded and the motion was approved unanimously.

2) Access to booking reports

Kent Myers explained that the booking report he provides RTA members has confidential information that the airlines don't want revealed to the public. Kent said he often gets calls from reporters and other people asking for that information. Bill Babbitt said they needed to be cautious with who gets the information. Leah Williams asked if Kent could provide a more generalized report to give to reporters and other members of the public. Kent agreed he could do that.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1) Gunnison – CB service update : Scott reported that December 2009 ridership was down 10 percent from December 2008. Jim Starr asked if the new DPF cleaning system had been purchase. Scott said he had not received the contract for the state grant that would supply the cleaning system. Bill Nesbitt mentioned that WSC President Jay Hellman was concerned about the poor lighting for the stop on Colorado. He said it was a City of Gunnison issue and they were going to remedy the situation.

F-3. NEW BUSINESS

1) Denver Bus Schedule – discussion: Scott suggested that the RTA should ask CDOT not to change the bus schedule. He would be meeting with CDOT in February.

G. COMMENTS FROM BOARD MEMBERS : There were no additional comments from the board.

H. PUBLIC COMMENT PERIOD : There was no comment from the public.

I. ADJOURNMENT

Bill Nesbitt moved to adjourn the meeting and William Buck seconded. The meeting was adjourned at 11 a.m.

Gunnison Valley Transportation Authority				FINAL
Financial Report - November 2009				2009
	2009	2009		Best
Revenues	Actual	Budget	Changes	Guess
Starting Fund Balance 1/1	\$ 637,855.46	\$ 637,855		\$ 637,855
Jan	\$ 86,152.67	\$ 104,500	\$ (18,347)	\$ 86,153
Feb	\$ 81,261.60	\$ 94,800	\$ (13,538)	\$ 81,262
Mar	\$ 93,903.94	\$ 109,900	\$ (15,996)	\$ 93,904
One time payments - late payers	\$ 102,918.91	\$ -	\$ 102,919	\$ 102,919
April	\$ 51,850.89	\$ 62,600	\$ (10,749)	\$ 51,851
May	\$ 59,877.75	\$ 66,700	\$ (6,823)	\$ 59,877
June	\$ 94,998.56	\$ 106,000	\$ (11,002)	\$ 94,998
July	\$ 121,315.88	\$ 136,400	\$ (15,084)	\$ 121,316
Aug	\$ 109,124.32	\$ 128,500	\$ (19,375)	\$ 109,125
Sept	\$ 95,230.76	\$ 106,100	\$ (10,869)	\$ 95,231
Oct	\$ 65,353.20	\$ 80,000	\$ (14,647)	\$ 65,353
Nov	\$ 53,910.76	\$ 80,000	\$ (26,090)	\$ 53,910
Dec		\$ 124,500	\$ (26,060)	\$ 98,440
Year to Date Tax Revenues	<u>\$1,015,899.24</u>	<u>\$ 1,075,500</u>		<u>\$1,015,899</u>
Full Year - Tax Revenues	<u>\$1,015,899.24</u>	<u>\$ 1,200,000</u>	<u>\$ (85,661)</u>	<u>\$1,114,339</u>
Other Revenues				
RTA Tax - Clerk	\$ 6,481.59	\$ 10,000	\$ (3,518)	\$ 6,482
Denver Bus Partners	\$ 31,500.00	\$ 29,500	\$ 2,000	\$ 31,500
Operating Grant	\$ 118,000.00	\$ 118,000	\$ -	\$ 118,000
Capital Grant	\$ -	\$ 240,000	\$ (240,000)	\$ -
Interest Revenue	\$ 9,657.25	\$ 13,307	\$ (3,650)	\$ 9,657
Total Revenue	<u>\$1,181,538.08</u>	<u>\$ 1,610,807</u>	<u>\$ (330,829)</u>	<u>\$1,279,978</u>
Expenses				
Postage	\$ 80.03	\$ 100	\$ (20)	\$ 80
Photocopies	\$ 10.85	\$ 20	\$ (9)	\$ 11
Professional Services - Truex	\$ 67,200.00	\$ 67,200	\$ -	\$ 67,200
Professional Services - Airplanners	\$ 73,443.63	\$ 72,000	\$ 1,444	\$ 73,444
Professional Services - Landwehr	\$ 940.00	\$ 10,800	\$ (9,860)	\$ 940
Prof. Serv. - Levy / P&R	\$ 12,087.04	\$ -	\$ 12,087	\$ 12,087
Audit Cost	\$ 2,250.00	\$ 3,000	\$ (750)	\$ 2,250
Revenue Collection Fee	\$ 10,530.00	\$ 15,000	\$ (4,470)	\$ 10,530
Airline Guarantees	\$ 800,000.00	\$ 800,000	\$ -	\$ 800,000
Airline Startup Costs	\$ -	\$ -	\$ -	\$ -
Fees	\$ 93.99	\$ 150	\$ (56)	\$ 94
Bank Fees	\$ 1,561.00	\$ -	\$ 1,561	\$ 1,561
Equip & Furn under \$1,000	\$ 123.23	\$ -	\$ 123	\$ 123
Ground Transportation	\$ 392,794.51	\$ 411,335	\$ (18,540)	\$ 392,795
Denver Bus Service	\$ 45,499.99	\$ 43,500	\$ 2,000	\$ 45,500
Advertising	\$ 9,614.95	\$ 5,000	\$ 4,615	\$ 9,615
Travel & Transportation	\$ 4,101.18	\$ 1,200	\$ 2,901	\$ 4,101
D&O Insurance	\$ 3,238.00	\$ 3,500	\$ (262)	\$ 3,238
Meals & Lodging	\$ 2,176.71	\$ 3,500	\$ (1,323)	\$ 2,177
Dues & Meetings	\$ 3,730.25	\$ 3,500	\$ 230	\$ 3,730
Repair & Maintenance - Vehicles	\$ 58,260.91	\$ 20,000	\$ 38,261	\$ 58,261
Fuel	\$ 57,107.63	\$ 148,000	\$ (90,892)	\$ 57,108
Vehicles	\$ 11,250.00	\$ -	\$ 11,250	\$ 11,250
Construction Costs	\$ -	\$ 300,000	\$ (300,000)	\$ -
Interest	\$ 1,020.14	\$ -	\$ 1,020	\$ 1,020
Treasurer's Fees	\$ 22,148.00	\$ 12,000	\$ 10,148	\$ 22,148
Transfer to General Fund	\$ 15,120.00	\$ 15,120	\$ -	\$ 15,120
Total Expenses	<u>\$1,594,382.04</u>	<u>\$ 1,934,925</u>	<u>\$ (340,542)</u>	<u>\$1,594,383</u>
Revenues Over (Under) Expenses	\$ (412,843.96)	\$ (324,118)		\$ (314,405)
Balance Remaining	\$ 225,011.50	\$ 313,737		\$ 323,450

Report shows posted revenues through November & expenditures through December

Report prepared by Scott Truex with available information from the County Finance department on February 5, 2010

Gunnison Valley Transportation Authority Financial Report - January, 2010			Actual & Board	2009	
	2010	2010	Approved	Revised	% of
Revenues	Actual	Budget	Revisions	Budget	Budget
Starting Fund Balance 1/1		\$ 226,427		\$ 226,427	
Jan		\$ 86,100		\$ 86,100	
Feb		\$ 81,300		\$ 81,300	
Mar		\$ 93,900		\$ 93,900	
April		\$ 51,800		\$ 51,800	
May		\$ 59,800		\$ 59,800	
June		\$ 95,000		\$ 95,000	
July		\$ 120,000		\$ 120,000	
Aug		\$ 109,200		\$ 109,200	
Sept		\$ 90,200		\$ 90,200	
Oct		\$ 68,000		\$ 68,000	
Nov		\$ 57,000		\$ 57,000	
Dec		\$ 107,000		\$ 107,000	
Full Year - Tax Revenues		\$ 1,019,300		\$ 1,019,300	
Other Revenues					
Line of Credit		\$ 250,000		\$ 250,000	
RTA Tax - Clerk		\$ 5,000		\$ 5,000	
Denver Bus Partners		\$ 31,500		\$ 31,500	
Operating Grant		\$ 132,000		\$ 132,000	
Capital Grant		\$ 389,754		\$ 389,754	
Interest Revenue		\$ 7,555		\$ 7,555	
Total Revenue		\$ 1,835,109		\$ 1,835,109	
Expenses					
Postage		\$ 100		\$ 100	
Photocopies		\$ 1,000		\$ 1,000	
Professional Services - Truex		\$ 67,200		\$ 67,200	
Professional Services - Airplanners		\$ 72,000		\$ 72,000	
Professional Services - Landwehr		\$ 10,800		\$ 10,800	
Professional Services - Levy		\$ -		\$ -	
Audit Cost		\$ 2,318		\$ 2,318	
Revenue Collection Fee		\$ 15,000		\$ 15,000	
Airline Guarantees		\$ 600,000		\$ 600,000	
Airline Startup Costs		\$ -		\$ -	
Fees		\$ 150		\$ 150	
Bank Fees		\$ 1,550		\$ 1,550	
Donations		\$ 500		\$ 500	
Ground Transportation		\$ 302,200		\$ 302,200	
Denver Bus Service		\$ 45,500		\$ 45,500	
Advertising		\$ 5,000	\$ 3,000	\$ 8,000	
Travel & Transportation		\$ 1,200		\$ 1,200	
D&O Insurance		\$ 3,500		\$ 3,500	
Meals & Lodging		\$ 3,500		\$ 3,500	
Dues & Meetings		\$ 4,000		\$ 4,000	
Repair & Maintenance - Vehicles		\$ 40,000		\$ 40,000	
Fuel		\$ 62,300		\$ 62,300	
Vehicles		\$ -		\$ -	
Capital Costs		\$ 389,754		\$ 389,754	
Interest		\$ 5,000		\$ 5,000	
Treasurer's Fees		\$ 16,000		\$ 16,000	
Transfer to General Fund		\$ 26,256		\$ 26,256	
Principle Payments		\$ 250,000		\$ 250,000	
Total Expenses		\$ 1,924,828		\$ 1,927,828	
Revenues Over (Under) Expenses		\$ (89,719)		\$ (92,719)	
Balance Remaining		\$ 136,708		\$ 133,708	

Current sales tax revenues collect almost exactly \$1,000,000.

Assuming that tax collections stay at current levels:

- If we were to equalize the tax at .6%, we could expect to collect about \$1,250,000
- If we were to equalize the tax at .75% we could expect to collect about \$1,560,000
- If we were to equalize the tax at 1%, we could expect to collect about \$2,075,000

Budget for air and ground service according to the five year plans - in 2009 dollars:

Alternative A				Alternative B			
Air:	Airplanners 5 year plan			Air:	CBMR 5 year plan		
Ground:	17 round trips per day - 243 days per year - Winter & Summer 6 round trips per day - 122 days per year - Spring & Fall 6 round trips to CB South - 142 days per year - Winter			Ground:	17 round trips per day - 243 days per year - Winter & Summer 6 round trips per day - 122 days per year - Spring & Fall 6 round trips to CB South - 142 days per year - Winter		
Revenues				Revenues			
	Air Partners	\$	300,000		Air Partners	\$	900,000
	FTA Grants	\$	160,000		FTA Grants	\$	160,000
	Sales Tax / Donations	\$	2,025,000		Sales Tax / Donations	\$	2,025,000
Total Revenues			\$ 2,485,000	Total Revenues			\$ 3,085,000
Expenses				Expenses			
	Administrative and Overhead	\$	225,000		Administrative and Overhead	\$	225,000
	Ground Transportation				Ground Transportation		
	Contract	\$	715,000		Contract	\$	715,000
	Fuel	\$	160,000		Fuel	\$	160,000
	Repairs and Maintenance	\$	105,000		Repairs and Maintenance	\$	105,000
	Capital Reserve	\$	80,000		Capital Reserve	\$	80,000
	Total Ground		\$ 1,060,000		Total Ground		\$ 1,060,000
	Air Service				Air Service		
	Maximum MRG Payments	\$	1,200,000		Maximum MRG Payments	\$	1,800,000
Total Expenses			\$ 2,485,000	Total Expenses			\$ 3,085,000

Bus Wrap Quotes:

I've received three different quotes to wrap the buses.

- 1) FineLine Graphics - \$9,800 per bus
- 2) Fairpoint Graphics - \$7,000 per bus
- 3) Sign Guys & Gal - \$15/per square foot (I think this works out to about \$10,000 per bus)

The first two are in Denver and would require us to get them there. That would cost about \$1,000 plus hotel and rental car to get the driver back.

Before we go much further and get into the details, we need to decide if this is something we want to pursue considering the cost.

2008-09 vs. 2009-10 Seats and History

Number of Ops	Extra Seats	2008-09						Load Factor	
		Seats per			Start	End	Total		
		Aircraft	Airline	City	Date	Date	Seats		
110	4400	188	AA	DFW	12/18/08	4/6/09	20680	11631	56%
		188	AA	ORD	12/20/08	4/4/09	3008	885	29%
		183	DL	ATL	12/20/08	3/28/09	2745	1559	57%
92	1840	70	DL	SLC	12/18/08	3/30/09	6440	2007	31%
		66	UA	DEN	12/18/08	3/29/09	20988	11067	53%
Totals	6240						53861	27149	50%

2009-10					
Seats per			Start	End	Total
Aircraft	Airline	City	Date	Date	Seats
188	AA	DFW	12/17/09	4/5/10	20680
188	AA	ORD			
183	DL	ATL	12/19/09	3/27/10	2750
70	DL	SLC	12/19/09	3/28/10	4480
66	UAX	DEN	12/17/09	4/4/10	12062
120	UA	DEN	12/19/09	3/28/10	3600
				Total	43572

2008-09 vs. 2009-10 Summary	
Decrease in Seats YOY	10289
Percentage Loss with Extra Seats	19.1%
Decrease in Seats w/o Extra Seats	4049
Percentage Loss w/o Extra Seats	7.5%

Airport Comparison									
Elevation									
Airport	State	Code	NAV	Elevation	Runway Length	Runway Width	Aircraft		
Cranbrook	BC	YXC	ILS	3082 ft.	8000	150	Dash, Beech 1900, 737		
Farmington	NM	FMN	VOR/DME	5477 ft.	6500	150	Beech 1900		
Montrose	CO	MTJ	ILS	5759 ft.	10000	150	Dash, RJ, MD 80, 737, 757		
Jackson	WY	JAC	ILS	6451 ft.	6300	150	Dash, RJ, A319, MD 80, 757		
Eagle	CO	EGE	ILS	6535 ft.	9000	150	Dash, 757, A319		
Hayden	CO	HDN	ILS	6602 ft.	10000	150	Dash, RJ, 757, A319, Q-400		
Mammoth Lakes	CA	MMH	VOR/DME	7135 ft.	7000	100	Q-400		
Gunnison	CO	GUC	ILS	7678 ft.	9400	150	Dash, RJ, 757, A319		
Aspen	CO	ASE	LOC/DME	7819 ft.	7006	100	Dash, RJ		
Telluride	CO	TEX	LDA	9078 ft.	6870	100	Beech 1900		
Runway Length									
Airport	State	Code	NAV	Elevation	Runway Length	Runway Width	Aircraft		
Montrose	CO	MTJ	ILS	5759 ft.	10000	150	Dash, RJ, MD 80, 737, 757		
Hayden	CO	HDN	ILS	6602 ft.	10000	150	Dash, RJ, 757, A319		
Gunnison	CO	GUC	ILS	7678 ft.	9400	150	Dash, RJ, 757, A319		
Eagle	CO	EGE	ILS	6535 ft.	9000	150	Dash, RJ, 757, A319		
Cranbrook	BC	YXC	ILS	3082 ft.	8000	150	Dash, Beech 1900		
Aspen	CO	ASE	LOC/DME	7819 ft.	7006	100	Dash, RJ, Q-400		
Mammoth Lakes	CA	MMH	VOR/DME	7135 ft.	7000	100	Q-400		
Telluride	CO	TEX	LDA	9078 ft.	6870	100	Beech 1900		
Farmington	NM	FMN	VOR/DME	5477 ft.	6500	150	Beech 1900		
Jackson	WY	JAC	ILS	6451 ft.	6300	150	Dash, RJ, A319, MD 80, 757		

GUC Airport														
AI	Time Series	9-Feb	9-Mar	9-Apr	9-May	9-Jun	9-Jul	9-Aug	9-Sep	9-Oct	9-Nov	9-Dec	10-Jan	10-Feb
American Airlines	Seats per Week	3,008	3,008									1,504	2,632	2,632
Delta Air Lines	Seats per Week	1,206	1,206									646	926	926
United Airlines	Seats per Week	2,688	2,688	962	962	1,924	1,924	1,924	1,036	1,036	962	1,812	2,034	2,034
Grand Total Seats per Week		6,902	6,902	962	962	1,924	1,924	1,924	1,036	1,036	962	3,962	5,592	5,592
HDN Airport														
AI	Time Series	9-Feb	9-Mar	9-Apr	9-May	9-Jun	9-Jul	9-Aug	9-Sep	9-Oct	9-Nov	9-Dec	10-Jan	10-Feb
American Airlines	Seats per Week	5,640	5,640									3,064	5,080	5,080
Continental Airlines	Seats per Week	2,728	2,728									1,504	2,446	2,760
Delta Air Lines	Seats per Week	3,526	3,586									1,206	2,740	4,274
Frontier Airlines	Seats per Week	3,108	3,108	888										
Northwest Airlines	Seats per Week	1,736	1,736									402	1,172	
United Airlines	Seats per Week	4,044	4,144	1,400	1,400	2,436	2,436	2,464	1,752	1,752	1,784	4,692	6,086	6,140
Grand Total Seats per Week		20,782	20,942	2,288	1,400	2,436	2,436	2,464	1,752	1,752	1,784	10,868	17,524	18,254
MTJ Airport														
AI	Time Series	9-Feb	9-Mar	9-Apr	9-May	9-Jun	9-Jul	9-Aug	9-Sep	9-Oct	9-Nov	9-Dec	10-Jan	10-Feb
American Airlines	Seats per Week	1,540	1,540			560	980	980				1,120	1,540	1,540
Continental Airlines	Seats per Week	2,016	2,420			700	700	700	700			1,220	1,142	2,042
Delta Air Lines	Seats per Week	1,420	1,288			400	700	700				920	852	1,136
United Airlines	Seats per Week	3,926	3,926	1,924	1,924	3,034	3,034	3,034	2,542	2,368	1,554	3,996	3,712	4,056
Grand Total Seats per Week		8,902	9,174	1,924	1,924	4,694	5,414	5,414	3,242	2,368	1,554	7,256	7,246	8,774
EGE Airport														
AI	Time Series	9-Feb	9-Mar	9-Sep	9-Oct						9-Nov	9-Dec	10-Jan	10-Feb
American Airlines	Seats per Week	16,168	16,168	1,880	1,880						2,256	11,280	16,544	16,544
Continental Airlines	Seats per Week	4,180	4,546									3,136	4,084	4,186
Delta Air Lines	Seats per Week	3,294	3,294									1,098	2,562	5,124
Northwest Airlines	Seats per Week	2,576	2,576									1,104	1,840	
United Airlines	Seats per Week	5,344	5,344	2,072	1,924						1,480	4,401	5,418	5,826
Grand Total Seats per Week		31,562	31,928	3,952	3,804						3,736	21,019	30,448	31,680
JAC Airport														
AI	Time Series	9-Feb	9-Mar	9-Apr	9-May	9-Jun	9-Jul	9-Aug	9-Sep	9-Oct	9-Nov	9-Dec	10-Jan	10-Feb
American Airlines	Seats per Week	5,264	5,264			2,444	3,760	3,760	2,632			2,820	4,888	4,888
Delta Air Lines	Seats per Week	6,828	7,442	3,920	3,780	7,452	7,452	7,334	4,372	2,940	2,660	4,544	4,588	5,834
Frontier Airlines	Seats per Week				1,184	2,220	3,108	3,108						
Northwest Airlines	Seats per Week					1,736	1,736	1,736				496		
United Airlines	Seats per Week	6,712	6,640	1,480	4,044	13,088	13,124	13,232	8,972	3,389	1,480	4,439	6,202	6,220
Grand Total Seats per Week		18,804	19,346	5,400	9,008	26,940	29,180	29,170	15,976	6,329	4,140	12,299	15,678	16,942

Ridership on the RTA Gunnison - Crested Butte Route								Riders			
						Riders	Riders	Riders	Bus Trips	per trip	Total
Year	Month	Riders	Bus Trips	Miles	Days	per trip	per day	Last	Last	Last	Riders
								Year	Year	Year	Change
2010	January	15,133	644	21,888	31	23.50	488.2	15,829	684	23.14	(696)
Total		15,133	644	21,888	31	23.50	488.2	15,829	684	23.14	(696)

January Saturday Night Riders

	9:00 up	10:15 down	10:15 down off in CB South	10:15 down WSC Students
January 2	3	18	6	not recorded
January 9	11	11	0	not recorded
January 16	1	7	3	4
January 23	9	8	0	6
January 30	2	13	3	10
Totals	26	57	12	N/A
Average	5.2	11.4	2.4	N/A

From this info, we can deduce that the down-valley riders are almost all CB South residents and WSC students. Of the down-valley riders, 21% get off in CB South and about 71% are WSC students.