

MEETING NOTICE

The next meeting of the Gunnison Valley Rural Transportation Authority will be:

May 15, 2009 at 8:00 a.m.
in the Commissioners Room
in the Gunnison County Courthouse
200 E. Virginia Ave., Gunnison, 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 RURAL TRANSPORTATION AUTHORITY
May 15, 2009
8:00 A.M. – GUNNISON COUNTY COURTHOUSE

- 8:00 A. INTRODUCTION
- 8:01 B. APPROVAL OF THE APRIL, 2009 MINUTES
- 8:03 C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- 8:08 D. CORRESPONDENCE

GENERAL RTA ISSUES

- 8:10 E-1. OLD BUSINESS
 - 1) 2010 Budget discussion - review of available air service and ground transportation funding due to decrease in funding and fund balance – review of Citizens' Advisory Committee meeting.

- 9:10 F-1. NEW BUSINESS
 - 1) Report from Tourism Association
 - 2) Comments from Citizen Advisory Committee
 - 3) Retreat Checklist – discussion
 - 4) Possible land purchase negotiations (possible executive session)
 - 5) Resolution #3, Series 2009 – Authorizing the chairperson to sign a line of credit with the Community Banks of Colorado in the amount of \$300,000.

AIR SERVICE ISSUES

- 9:40 E-2. OLD BUSINESS
 - 1) 2008-2009 air service discussion
 - 2) Greeters at the airport

- F-2. NEW BUSINESS
 - 1) 2009-2010 air service discussion (possible executive session after regular agenda to discuss negotiations.)

GROUND TRANSPORTATION ISSUES

- 10:00 E-3. OLD BUSINESS
 - 1) Gunnison – CB service update
 - 2) Mechanical Issues – update
 - 3) Summer 2009 schedule
 - 4) Ohio Creek park & ride discussion

- 10:30 F-3. NEW BUSINESS
 - 1) H&H Lease for winter 2009-2010

- 10:45 G. COMMENTS FROM BOARD MEMBERS
- 10:50 H. PUBLIC COMMENT PERIOD
- 11:00 EXECUTIVE SESSION – Personnel matter & negotiations (F-1[4] and F-2[1] above)
- I. ADJOURNMENT

Next Meeting – June 12th, 8:00 a.m. in Crested Butte

Please read the Transportation Plan Update – Chapter 3 prior to the next meeting.

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

Gunnison Valley Rural Transportation Authority
Meeting Minutes
April 10, 2009

Members Present:

Scott Truex, Executive Director
Kent Myers, Airplanners LLC
Jim Starr, Gunnison County
Hap Channell, Gunnison County
Jonathan Houck, City of Gunnison
Kimberly Metsch, Town of Crested Butte
William Buck, 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, CB South, the RTA Citizens Advisory Committee, and Alpine Express.

A. INTRODUCTION: The meeting was called to order by Jim Starr.

B. APPROVAL OF THE March 2009 MINUTES: After some edits to the minutes, William Buck moved to approve the minutes of the February RTA meeting. Jonathan Houck seconded the motion. The motion passed unanimously.

C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT: Scott Truex noted that revenues for February will be down about 11% from budget. Scott Truex then answered questions regarding expenses and the Denver Bus Service. Scott Truex then discussed his efforts to obtain a line of credit to ensure the RTA has the ability to meet it's financial obligations during the summer months. He was tasked to continue those efforts and attempt to obtain a line of credit with a local bank in the amount of \$300,000 using the buses as collateral.

D. CORRESPONDENCE: An email from Stephen Jessoe regarding altering the times for the bus service was discussed and Scott Truex was tasked to discuss the issue with Stewart Johnson and bring a recommendation to the board at the next meeting.

GENERAL RTA ISSUES

E-1. OLD BUSINESS:

1. 2010 Budget discussion - Scott Truex presented a spreadsheet that laid out the various options for funding ground transportation and air service in 2010. He pointed out the issue of the levels of revenue decreasing. Jim Starr pointed out that the public needed the option to comment on these decisions regarding future funding and suggested reaching out to try to get public participation at the next board meeting. Hap suggested using the advisory committee to get input. Kent Myers stated that his goal is to keep every nonstop air market in place for next year while reducing the cap amount on the

guarantees. Jim Starr then suggested that we hold an advisory committee meeting and advertise the next meeting in a way to make it more clear that the public is invited. Jonathan Houck suggested offering an email address where people could send more input. Kent Myers then pointed out that it is difficult to educate people on the complicated issues surrounding air service. There was discussion regarding how solid our data is and what percentage of revenues are paid for by tourists. Hap Channell then brought up ideas for new revenue sources. Scott Truex was directed to send press releases inviting people to attend the May meeting and to hold an advisory committee meeting with Kent Myers and Jim Starr prior to the May meeting. Scott will also attempt to find out what percentage of the RTA revenues come from winter tourists.

F-1. NEW BUSINESS:

1. Report from the Tourism Association: Jane Chaney updated the board on the Tourism Association's web, and print efforts and noted that the TA is sending a direct mail piece to 25,000 targeted people.

3. Report from the Citizen Advisory Committee: None – however, the board instructed Scott Truex to set an item on the next agenda to review the committee and its purpose.

AIR SERVICE ISSUES

E-2. OLD BUSINESS

1. 2008-2009 Air Service Discussion: Kent Myers noted that the final load factor for the program was 52% and that no final financial information had been obtained yet. Hap brought up the difference between the final load factor and what it would have been if the aircraft for Chicago and Salt Lake City had been the contracted aircraft instead of the larger aircraft that ended up flying the route. It was noted that the load factor would have been higher had the seats been fewer. Kent Myers noted that we carried 1,600 more passengers this winter than during the previous winter.

2. Greeters at the airport: Hap Channell gave an overview on airport greeters and their purpose at other airports. He then suggested that all entities involved with the airport might want to coordinate to create a greeter program at the airport. Jane Chaney summarized the past coordination efforts with the Gunnison Chamber regarding greeters and Kent Myers noted that departing passengers could use the services of greeters as well as arriving passengers. It was decided to keep this on the agenda at the next meeting in order to discuss the past programs with Tammi Scott and learn what worked and what did not.

F-2. NEW BUSINESS

1. 2009-2010 air service discussion: It was determined that an executive session would be needed at the end of the meeting to discuss contract negotiations with the various airlines.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1. Gunnison-CB service update: Scott reviewed the ridership report in the packet.

2. Mechanical Issues - update: A draft letter to Cummins and NABI was in the packet. There was discussion regarding the history of the mechanical problems with the bus engines. It was agreed that now was the time to take action on this issue. There were some changes made to the letter and a motion was made by Hap Channel to have Scott Truex and Jim Starr finalize the letter and send it. Kimberly Metsch seconded the motion and it was approved unanimously.

3. Summer 2009 service: Scott presented several options for bus service this summer. He then recommended option D (reducing service to 3 round trips per day) due to the financial constraints of the RTA budget this year. There was lots of discussion regarding the various options and it was determined that the best course of action would be to run 6 trips per day. Hap Channell made a motion to provide 6 trips per day from May 26th to August 24th. Kimberly Metsch seconded the motion and it was approved unanimously.

4. Ohio Creek Park & Ride discussion: Jim Starr reported that the Park and Ride will not be built this summer due to several reasons: 1) The local match is not currently available for this purpose. 2) Environmental work needs to be completed prior to federal funding obligation. 3) We have not received information on the environmental work already completed (if any) by CDOT. 4) The accounting will be much simpler if the project is not combined with the County realignment project. Jim and Scott will press ahead with the environmental work in hopes of getting the funding obligated by October 1, 2009.

F-3. NEW BUSINESS

1. Transportation Plan Update (chapters 1 & 2): The board agreed that the first two chapters were fairly non-controversial and that the important discussions will occur in the later chapters. Scott will place part of Chapter 3 on the next agenda for discussion.

G. COMMENTS FROM BOARD MEMBERS: Hap Channell brought up the American Recovery Act funding that might be available for RTA purposes. Scott will look into the possibilities in the ARA.

H. PUBLIC COMMENT PERIOD: None

Hap Channell moved to go into executive session with representatives from CBMR, Alpine Express, CB South, and Mt. Crested Butte for the purpose of discussion regarding air service contract negotiations. Jonathan Houck seconded the motion. The motion passed unanimously.

No action was taken following the executive session.

I. ADJOURNMENT: The meeting was adjourned

The next meeting is scheduled for Friday, May 15th, 8:00 am in Gunnison.

Gunnison Valley Transportation Authority
Financial Report - March 2009

Revenues	2009	2009	Actual Rev. &	2009	% of
	Actual	Budget	Board Approved Revisions	Revised Budget	Budget
Starting Fund Balance 1/1	\$ 637,855.46	\$ 637,855		\$ 637,855	
Jan	\$ 86,152.67	\$ 104,500	\$ (18,347)	\$ 86,153	82.4%
Feb	\$ 81,261.60	\$ 94,800	\$ (13,538)	\$ 81,262	85.7%
Mar		\$ 109,900		\$ 109,900	0.0%
April		\$ 62,600		\$ 62,600	0.0%
May		\$ 66,700		\$ 66,700	0.0%
June		\$ 106,000		\$ 106,000	0.0%
July		\$ 136,400		\$ 136,400	0.0%
Aug		\$ 128,500		\$ 128,500	0.0%
Sept		\$ 106,100		\$ 106,100	0.0%
Oct		\$ 80,000		\$ 80,000	0.0%
Nov		\$ 80,000	\$ (23,000)	\$ 57,000	0.0%
Dec		\$ 124,500	\$ (17,500)	\$ 107,000	0.0%
					*based upon 2008
					*based upon 2008
Year to Date Tax Revenues	\$ 167,414.27	\$ 199,300		\$ 167,415	84.0%
Full Year - Tax Revenues	\$ 167,414.27	\$ 1,200,000		\$ 1,127,615	14.8%
Other Revenues					
RTA Tax - Clerk	\$ 1,081.95	\$ 10,000		\$ 10,000	10.8%
Denver Bus Partners	\$ 24,000.00	\$ 29,500		\$ 29,500	81.4%
Operating Grant	\$ -	\$ 118,000		\$ 118,000	0.0%
Capital Grant	\$ -	\$ 240,000		\$ 240,000	0.0%
Interest Revenue	\$ 1,173.93	\$ 13,307		\$ 13,307	8.8%
Total Revenue	\$ 193,670.15	\$ 1,610,807		\$ 1,538,422	12.6%
Expenses					
Postage	\$ 1.34	\$ 100		\$ 100	1.3%
Photocopies	\$ -	\$ 20		\$ 20	0.0%
Professional Services - Truex	\$ 22,400.00	\$ 67,200		\$ 67,200	33.3%
Professional Services - Airplanners	\$ 23,623.23	\$ 72,000		\$ 72,000	32.8%
Professional Services - Landwehr	\$ 435.00	\$ 10,800		\$ 10,800	4.0%
Professional Services - Levy	\$ 830.00	\$ -	\$ 830	\$ 830	100.0%
Audit Cost	\$ -	\$ 3,000		\$ 3,000	0.0%
Revenue Collection Fee	\$ 1,308.00	\$ 15,000		\$ 15,000	8.7%
Airline Guarantees	\$ -	\$ 800,000		\$ 800,000	0.0%
Airline Startup Costs	\$ -	\$ -	\$ 55,000	\$ 55,000	0.0%
Fees	\$ 7.01	\$ 150		\$ 150	4.7%
Donations	\$ -	\$ -	\$ 500	\$ 500	0.0%
Ground Transportation	\$ 152,360.68	\$ 411,335		\$ 411,335	37.0%
Denver Bus Service	\$ 31,005.99	\$ 43,500		\$ 43,500	71.3%
Advertising	\$ 5,811.67	\$ 5,000	\$ 6,000	\$ 11,000	52.8%
Travel & Transportation	\$ 3,759.63	\$ 1,200	\$ 3,300	\$ 4,500	83.5%
D&O Insurance	\$ 3,238.00	\$ 3,500		\$ 3,500	92.5%
Meals & Lodging	\$ 1,264.02	\$ 3,500	\$ 1,000	\$ 4,500	28.1%
Dues & Meetings	\$ 3,230.25	\$ 3,500		\$ 3,500	92.3%
Repair & Maintenance - Vehicles	\$ 11,449.07	\$ 20,000	\$ 9,750	\$ 29,750	38.5%
Fuel	\$ 21,884.82	\$ 148,000		\$ 148,000	14.8%
Vehicles	\$ 11,250.00	\$ -	\$ 11,250	\$ 11,250	100.0%
Construction Costs	\$ -	\$ 300,000		\$ 300,000	0.0%
Treasurer's Fees	\$ 2,806.33	\$ 12,000		\$ 12,000	23.4%
Transfer to General Fund	\$ 3,780.00	\$ 15,120		\$ 15,120	25.0%
Total Expenses	\$ 300,445.04	\$ 1,934,925		\$ 2,022,555	14.9%
Revenues Over (Under) Expenses	\$ (106,774.89)	\$ (324,118)		\$ (484,133)	
Balance Remaining	\$ 531,080.57	\$ 313,737		\$ 153,722	

Report shows posted revenues through February & expenditures through March

Hey there Scott and Jim,

Just wanted to give you my two cents after reading the articles in the papers. I am a casual rider of the bus from down here in Gunnison up to Crested Butte to work. The service is excellent and I am disappointed that it might get reduced or even shut down. As you both well know, the intrinsic value of the bus service goes well beyond riding the bus. Every ride I am grateful for the service and think about how we are finally catching up to so many places that have benefited from public transportation for a long time. Thanks for helping this become a reality.

I noticed in the article in the CB News that the RTA collects .6 percent sales tax in Crested Butte and only .3 percent in Gunnison. This seems kind of backwards as it appears that the greater percentage of the ridership reside in Gunnison and are commuting to Crested Butte. I would think that the City of Gunnison should be paying at least its equal share in the tax burden.

Riding the bus this winter, I came to notice how many Western State students were riding the bus. It looked to me like many days a majority of riders were WSC students. I think this is great and know that we all appreciate that our young college friends are kept off of highway 135. I always wonder if their parents appreciate it as much as we do. I feel like maybe the college could be incorporated into the RTA funding scheme seeing how many students are using the service in the winter.

I also wonder if there might be some State stimulus money floating around out there that the RTA could use to its benefit.

Lastly, the current 3 trips a day schedule seems insufficient to me. Only having one morning bus at 7 am is rough. I have heard lots of complaints from people down here that start work at 8:30 or 9 am. The 7 o'clock bus is just too early to serve many of us working commuters. I feel there needs to be another bus sometime around 8 am.

It sure seemed like there was a lot of ridership this winter and it is increasing all the time. I think this is a great thing and it would be a shame to wittle the schedule down even more. I hope that the RTA considers other funding possibilities and options before it decides to start taking back a service that we are all just starting to appreciate. Thanks for your time and thanks for all the work you have put into this service,

Alain Boscaro
Gunnison, Co.

Dear Scott

In response to your comment that services need to be cut due to economic conditions.

It seems to me that transportation is more critical than 'affordable housing'. We need to be able to serve the transportation needs of workers up and down that valley so that they can work. Affordable housing expenditures should be redirected to help reduce your cash shortage. Here is why.

- Banks are simply not lending like they used to.
- Construction of affordable housing in the upper valley is virtually stopped.
- Demand for affordable housing must be down.
- There is a surplus of value condos in Mount CB now.
- Affordable housing in Gunnison would depend on transportation.

I think that you should convince the Commissioner to divert AH funds to you so people can get to their jobs.

Tom

Tom Walker | cell: 303.862.1334 | Crested Butte CO: 970.349.6573 | email: troutdoor@gmail.com

Since we are 2nd home owners and not in the area at this time of year, we won't be attending the transportation meeting. I will give you my opinion though. We would love to see RTA service in CBsouth, with a bus stop in the industrial section if possible. Our guests and ourselves would utilize this service. Having spoken to neighbors they also voice their approval of the idea. Also we have utilized the air service directly from Houston into Gunny and regretably has been eliminated. Please try to reestablish that service, if possible. This year we had to take a very seripitious route through Dallas, Denver and then into Gunny. The direct Continental flight was very nice and made for a very nice short travel time. We could get a 1/2 day of skiing in with the more direct flight.

Thank you for keeping us informed

Sally & Courtney Fenet

Hi Scott,

I'm writing in response to Chris Behan's blast email to CB South property owners. I can't make the meeting, but wanted to say that while I think both bus and air service are very important I think air is the more important of the two.

Establishing consistent air service to our area is an absolute key to gaining new visitors and if the newly acquired air services go away we stand to erode that oh so fragile client base rather than taking it in the other direction. One of the biggest blessings and curses of this valley is the fact that it's so remote. It's why most of us are here, but it also keeps many people away and until we make them feel that they CAN , in fact, get here easily and quickly they will continue to go and spend elsewhere in our state and region.

Without the guest visits a bus between the north and south ends of the valley becomes more of a luxury than a necessity.

For what it's worth, there's my 2 cents worth.

Thanks for your time and all of your hard work for our community!

Erin

Erin Dellaporta
CB South

Hi Scott,

I got the notice of the meeting to discuss RTA and airline travel. I have talked with a few of the board members in the past while going in and out of GUC. I own Action Learning Associates, ALA is a team, leadership and organizational development consulting company here in town.

There are 5 of us that live in CB and commute around the world to programs. Nothing like living in a wonderful place, but you really gotta want to live here to fly in and out of here as much as we all do. All of us are members holding a status of 1K or higher with United airlines. 3 of us are Global Services members. I looked at revenue last year for just me on United and I spent over \$60,000 on United airlines last year. I like to think we provide a lot of residential or local revenue for GUC. We have also brought to the upper valley several of our clients and even some smaller meetings with some senior executive teams.

I would have liked to attended the meeting to hear and learn more about the challenges, but I depart with three other Associates, from Gunnison on May 13th and will return the 16th.

We love our little airport and support as much as we can, however when it comes to flights this time of year it just seems the scheduling gurus just don't understand the needs of a company like ours trying to do business via GUC. Many times to stay on GUC flights in means departing a day early/ arriving a day later home, or both... This forces us to do MTJ flights which takes business from GUC.

Just a few thoughts from a heavy use customer of GUC. I do think Linda understands the needs for GUC and customers like us.

Thanks for what you guys do.

Scott

--

L. Scott Miller
Managing Partner

Action Learning Associates, LLC.
540 Shavano Street
Crested Butte, Colorado 81224
U.S.A.

Subject: Re: To Everyone Interested in Airline Service and RTA Bus Service

Hey Chris,

I got this e-mail from you regarding the transportation funding debacle.

I was looking at The RTA website and I couldn't find an e-mail address among the contact information to send this directly to them. Could you please forward this to Scott Truex or the proper contacts for public feedback.

Anyway, I wanted to put my two cents in regarding this issue since I will be out of town on the day of the meeting. After reading the article in the Crested Butte News this week regarding this, I was somewhat perplexed. The fact that there is even a discussion about what is more important, getting people from Gunnison to Crested Butte or getting people into the valley on airline flights, boggles my mind. I think it defies simple logic to even question the issue. If funding has to be directed anywhere between these two issues, I would wholeheartedly support guaranteeing airline flights into the valley that are going to bring paying customers to our resort town.

I would guess the majority of the people riding the free bus from Gunnison to Crested Butte in the winter are people that are servicing the job market created by the tourism that we receive, and college students or others who are coming up to ski. Now, if we don't have more guaranteed flights bringing in more tourists to support our economy then what is the point of even having this free bus service to get people to this end of the valley. It is not that difficult to get from Gunnison to Crested Butte in the first place. Where are the jobs and the ski area going to be if we are not doing everything possible to get paying customers into this valley? The people riding the bus are already living in this valley and it seems to me that even if this bus didn't exist things would still operate exactly the same around here. I have to deal with commuting from CB South every day with no help from the RTA, why should the people who live in Gunnison have priority over the population of CB South when it comes to this issue? We are all dependent on the tourists who come here and spend their money for our financial existence.

This is just my humble opinion on the issue and since you took the time to send me an e-mail regarding it I thought the least I could do was reply.

So, put the money wholly into funding the flights into this valley and let the people who already live here worry about how they are going to get to their jobs and to their ski area, neither of which would exist if

we weren't getting the tourists here. The grown ups here in CB South deal with that problem as an every day issue of life.

Sincerely,
Brandon Maxwell

Dear Scott:

I work at the Crested Butte Community School, but live in Gunnison. My son is an 8th grader at CBCS as well. I rely on the RTA several times a week, year-round, to get him home, or to the mountain for skiing. I hope the bus schedule continues on course with regular runs. Perhaps you could charge per rider, or a punch pass for commuters to help with finances.

I hope to see the RTA continue on course for the coming years. Good luck!

Monica L. Hutson
Gunnison

Ridership on the RTA Gunnison - Crested Butte Route

Year	Month	Riders	Bus Trips	Miles	Days	ADA Trips	Riders per trip	Riders per day	Riders Last Year		
									Year	Change	%
2008	November	3,455	260	8,320	30	-	13.29	115.2	3,120	335	11%
2008	December	15,837	698	22,336	31	-	22.69	510.9	12,549	3,288	26%
2009	January	15,829	684	21,888	31	-	23.14	510.6	10,867	4,962	46%
2009	February	13,060	622	19,904	28	-	21.00	466.4	11,861	1,199	10%
2009	March	12,434	682	21,824	31	-	18.23	401.1	13,226	(792)	-6%
2009	April	3,954	130	8,320	30	-	30.42	131.8	6,435	(2,481)	-39%
Total		64,569	3,076	102,592	181	-	20.99	356.7	58,058	6,511	11%

Note - In April of 2008, we ran 388 bus trips with an average rider per trip of 16.59



RTA FREE BUS Schedule – Summer, 2009

May 26 – August 23

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.

<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	CB South northbound	Mt. CB Transit Center	Crested Butte 4 - Way Stop	CB South southbound
6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:20 AM			
7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:20 AM	8:00 AM	8:05 AM	8:15 AM
8:45 AM	8:50 AM	8:55 AM	9:00 AM	9:20 AM	9:00 AM	9:05 AM	9:15 AM
					10:00 PM	10:05 PM	10:15 PM
2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:20 PM			
4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:35 PM	4:15 PM	4:20 PM	4:30 PM
5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:35 PM	5:15 PM	5:20 PM	5:30 PM
					6:15 PM	6:20 PM	6:30 PM

All buses are wheelchair accessible. For more information, please call Alpine Express at 641-5074.

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.

FREE BUS