

MEETING NOTICE

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

September 18, 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 TRANSPORTATION AUTHORITY
September 18, 2009
8:00 A.M. – GUNNISON COUNTY COURTHOUSE

- 8:00 A. INTRODUCTION
- 8:01 B. APPROVAL OF THE AUGUST 14, 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 draft budget discussion
 - 2) Funding partners subcommittee - update
 - 3) Gunnison City tax rate subcommittee - update

- 8:45 F-1. NEW BUSINESS
 - 1) Letter of support for LMD tax renewal
 - 2) Report from Tourism Association
 - 3) Comments from Citizen Advisory Committee

AIR SERVICE ISSUES

- 8:55 E-2. OLD BUSINESS

- F-2. NEW BUSINESS
 - 1) 2009-2010 Air service update

GROUND TRANSPORTATION ISSUES

- 9:10 E-3. OLD BUSINESS
 - 1) Gunnison – CB service update
 - 2) Possible executive session regarding potential land purchase negotiations (at end of meeting)

- 9:15 F-3. NEW BUSINESS
 - 1) IGA with Chaffee County & Neighbor to Neighbor regarding Denver bus
 - 2) Review of proposals and possible award of contract to bus service provider
 - 3) Chapter 5 of the Transportation Plan Update – discussion

- 10:00 G. COMMENTS FROM BOARD MEMBERS
- 10:05 H. PUBLIC COMMENT PERIOD
- 10:10 I. ADJOURNMENT

Next Meeting –October 9th, 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
August 14, 2009

Members Present:

Scott Truex, Executive Director
Kent Myers, Airplanners LLC
Jim Starr, Gunnison County
Hap Channell, Gunnison County
Bill Nesbitt, City of Gunnison
Leah Williams, Town of Crested Butte
Skip Berkshire, 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, Crested Butte South Property Owners Association, Alpine Express, the Crested Butte Land Trust, and the RTA Citizens Advisory Committee,

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

B. APPROVAL OF THE July 10, 2009 MINUTES: Hap Channell moved to approve the minutes of the July RTA meeting with some minor corrections. Bill Babbitt seconded the motion. The motion passed unanimously.

C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT: Scott Truex reported that June revenues were down about 11% from budget but that the shortfall is less than the previous month. David Leinsdorf asked about enplanement data—Scott will forward it to everyone, including David. Scott also noted that the 2010 draft budget will be in next month's meeting package.

D. CORRESPONDENCE: None

GENERAL RTA ISSUES

E-1. OLD BUSINESS:

1. 2010 Budget discussion – process for dividing future budget revenues between ground and air and potential service levels: After some discussion, Scott recommended that the Board not allocate a fixed percentage for ground transportation or the airline guarantee program.

2. Possible new subcommittee – Funding partners: The Board discussed possible members for this subcommittee including, Leah Williams, CBMR, WSC, Kent and possibly the Chambers of Commerce. It was stressed that the initial role of the subcommittee was to define its role and purpose and not sources of funding. Jim Starr noted that the subcommittee should be the definers of the process and strategy. After some discussion, Bill Nesbitt moved to establish two subcommittees: Funding and Gunnison Tax Rate; and that Scott would serve as staff on these committees. Furthermore the following RTA members would serve on the respective subcommittee: Funding—Bill Nesbitt, Leah Williams, Bill Babbitt, William Buck, Scott Truex, and Kent Myers; Gunnison Tax Rate—Jonathan Houck, Hap Channell, Scott Truex, and Kent Myers. Hap Channell seconded the motion. The motion passed unanimously.

3. Possible new subcommittee – Gunnison Tax rate: See paragraph E-1.2, above.

F-1. NEW BUSINESS:

1. Report from the Tourism Association: Scott gave a brief report provided by Jane Chaney, who was unable to attend the meeting.

2. Comments from the Citizens' Advisory Committee: None.

AIR SERVICE ISSUES

E-2. OLD BUSINESS

F-2. NEW BUSINESS

1. 2009-2010 Air service update: Kent Myers commented that Frontier airlines had been purchased by Republic. He also discussed the airline booking reports. The absence of Delta data gives a skewed picture of current booking. Daren Cole offered that some of the seat sale deficit is due to 'group' seats that were being held and have been released.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1. Gunnison-CB service update: Scott noted that the busses carried approximately 4,000 riders last month. This is a slight decrease from last year and is likely due to the absence of a mid-day bus.

2. Mechanical Issues - update: Scott reported that all busses are back in service and that he has received the letter from Cummins extending the vehicle warranties.

3. Cement Creek Intersection – options and discussion: Scott presented a conservative analysis of sales tax streams and possible service options for service to CB South. He noted that it might be possible to use the 'dead head' busses for 3 trips per day each way to CB South, however it might add about \$20K to the total

bus cost for the season. Woody Sherwood noted that Highway 82 in the Roaring Fork Valley has many roadside bus stops like the current CB South stop. The Board also discussed the letter from the CBLT regarding their reluctance to use the Niccoli parcel as a site for a park-and-ride. Following some discussion, Bill Babbitt suggested that CB South form a committee to look at ways to provide funding for bus service to CB South. He and Jim Starr offered to be on such a committee.

4. Possible executive session regarding possible land purchase negotiations (at end of meeting): William Buck moved to go into executive session for the stated purpose and to include Kent and Chris Behan as well as Scott and all the attending Board members. Bill Babbitt seconded the motion. The motion passed unanimously. Following the executive session, Jim Starr noted that the session stayed on topic and that all noted members cited above attended the session and that no decisions were made during the session. Following a brief discussion Scott was asked to obtain clarification from the FTA regarding limits on federal grant monies for land acquisition. Also, it was noted that we need to identify a possible consultant to help with needed environmental, historical, and appraisal work.

F-3. NEW BUSINESS

1. RFP for next year's bus service: Scott discussed the RFP for next year's bus service noting the added option for possible CB South service (cited above).

2. Chapter 4 of the Transportation Plan Update – discussion: Jim Starr led a page by page review of Chapter 4.

G. COMMENTS FROM BOARD MEMBERS: None.

H. PUBLIC COMMENT PERIOD: None.

I. ADJOURNMENT: The meeting was adjourned

The next meeting is scheduled for September 18th, 8:00 am in Gunnison.

**Gunnison Valley Transportation Authority
Financial Report - July 2009**

	2009 Actual	2009 Budget	Actual & Board Approved Revisions	2009 Revised Budget	% of Budget
Revenues					
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	\$ 93,903.94	\$ 109,900	\$ (15,996)	\$ 93,904	85.4%
One time payments - late payers	\$ 102,918.91	\$ -	\$ 102,919	\$ 102,919	N/A
April	\$ 51,850.89	\$ 62,600	\$ (10,749)	\$ 51,851	82.8%
May	\$ 59,877.75	\$ 66,700	\$ (7,840)	\$ 59,877	89.8%
June	\$ 93,996.01	\$ 106,000	\$ (12,004)	\$ 93,996	88.7%
July	\$ 120,310.31	\$ 136,400	\$ (16,090)	\$ 120,310	88.2%
Aug		\$ 128,500	\$ (19,275)	\$ 109,225	0.0% *15% reduction from 2008
Sept		\$ 106,100	\$ (15,915)	\$ 90,185	0.0% *15% reduction from 2008
Oct		\$ 80,000	\$ (12,000)	\$ 68,000	0.0% *15% reduction from 2008
Nov		\$ 80,000	\$ (23,000)	\$ 57,000	0.0% *based upon 2008
Dec		\$ 124,500	\$ (17,500)	\$ 107,000	0.0% *based upon 2008
Year to Date Tax Revenues	<u>\$ 690,272.08</u>	<u>\$ 680,900</u>		<u>\$ 690,272</u>	<u>101.4%</u>
Full Year - Tax Revenues	<u>\$ 690,272.08</u>	<u>\$ 1,200,000</u>		<u>\$ 1,121,682</u>	<u>61.5%</u>
Other Revenues					
RTA Tax - Clerk	\$ 3,405.62	\$ 10,000	\$ (5,000)	\$ 5,000	68.1%
Denver Bus Partners	\$ 31,500.00	\$ 29,500	\$ 2,000	\$ 31,500	100.0%
Operating Grant	\$ 105,920.00	\$ 118,000		\$ 118,000	89.8%
Capital Grant	\$ -	\$ 240,000	\$(240,000)	\$ -	0.0%
Interest Revenue	<u>\$ 7,622.33</u>	<u>\$ 13,307</u>	<u>\$ (5,000)</u>	<u>\$ 8,307</u>	<u>91.8%</u>
Total Revenue	<u>\$ 838,720.03</u>	<u>\$ 1,610,807</u>		<u>\$ 1,284,489</u>	<u>65.3%</u>
Expenses					
Postage	\$ 60.30	\$ 100		\$ 100	60.3%
Photocopies	\$ -	\$ 20		\$ 20	0.0%
Professional Services - Truex	\$ 44,800.00	\$ 67,200		\$ 67,200	66.7%
Professional Services - Airplanners	\$ 47,807.97	\$ 72,000		\$ 72,000	66.4%
Professional Services - Landwehr	\$ 700.00	\$ 10,800		\$ 10,800	6.5%
Professional Services - Levy	\$ 830.00	\$ -	\$ 830	\$ 830	100.0%
Audit Cost	\$ 2,250.00	\$ 3,000	\$ (750)	\$ 2,250	100.0%
Revenue Collection Fee	\$ 6,290.00	\$ 15,000		\$ 15,000	41.9%
Airline Guarantees	\$ 800,000.00	\$ 800,000		\$ 800,000	100.0%
Airline Startup Costs	\$ -	\$ -	\$ 55,000	\$ 55,000	0.0%
Fees	\$ 57.89	\$ 150		\$ 150	38.6%
Bank Fees	\$ 1,561.00	\$ -	\$ 1,561	\$ 1,561	100.0%
Donations	\$ -	\$ -	\$ 500	\$ 500	0.0%
Ground Transportation	\$ 255,456.69	\$ 411,335		\$ 411,335	62.1%
Denver Bus Service	\$ 31,005.99	\$ 43,500	\$ 2,000	\$ 45,500	68.1%
Advertising	\$ 7,347.90	\$ 5,000	\$ 6,000	\$ 11,000	66.8%
Travel & Transportation	\$ 3,975.23	\$ 1,200	\$ 3,300	\$ 4,500	88.3%
D&O Insurance	\$ 3,238.00	\$ 3,500		\$ 3,500	92.5%
Meals & Lodging	\$ 1,653.57	\$ 3,500	\$ 1,000	\$ 4,500	36.7%
Dues & Meetings	\$ 3,730.25	\$ 3,500		\$ 3,500	106.6%
Repair & Maintenance - Vehicles	\$ 33,912.51	\$ 20,000	\$ 19,350	\$ 39,350	86.2%
Fuel	\$ 36,618.50	\$ 148,000	\$ (78,000)	\$ 70,000	52.3%
Vehicles	\$ 11,250.00	\$ -	\$ 11,250	\$ 11,250	100.0%
Construction Costs	\$ -	\$ 300,000	\$(300,000)	\$ -	0.0%
Interest	\$ 487.50	\$ -	\$ 1,000	\$ 1,000	48.8%
Treasurer's Fees	\$ 17,216.38	\$ 12,000	\$ 10,000	\$ 22,000	78.3%
Transfer to General Fund	<u>\$ 8,820.00</u>	<u>\$ 15,120</u>		<u>\$ 15,120</u>	<u>58.3%</u>
Total Expenses	<u>\$ 1,319,069.68</u>	<u>\$ 1,934,925</u>		<u>\$ 1,667,966</u>	<u>79.1%</u>
Revenues Over (Under) Expenses	\$ (480,349.65)	\$ (324,118)		\$ (383,477)	
Balance Remaining	\$ 157,505.81	\$ 313,737		\$ 254,378	

Report shows posted revenues through July & expenditures through July

Report prepared by Scott Truex with available information from the County Finance department on September 14, 2009

Report does not show the line of credit of \$50,000 which is added to the Balance Remaining and is owed by the end of the year.

Gunnison Valley Transportation Authority
2010 Budget Draft 9-14-09

	2010 Budget	2009 Budget	2009 Current Estimate
Revenues			
Starting Fund Balance 1/1	\$ 254,378	\$ 637,855	\$ 637,855
Jan	\$ 86,100	\$ 104,500	\$ 86,153
Feb	\$ 81,300	\$ 94,800	\$ 81,262
Mar	\$ 93,900	\$ 109,900	\$ 93,904
April	\$ 51,800	\$ 62,600	\$ 51,851
May	\$ 59,800	\$ 66,700	\$ 59,877
June	\$ 94,000	\$ 106,000	\$ 93,996
July	\$ 120,000	\$ 136,400	\$ 120,310
Aug	\$ 109,200	\$ 128,500	\$ 109,225
Sept	\$ 90,200	\$ 106,100	\$ 90,185
Oct	\$ 68,000	\$ 80,000	\$ 68,000
Nov	\$ 57,000	\$ 80,000	\$ 57,000
Dec	\$ 107,000	\$ 124,500	\$ 107,000
One Time Tax Payers			\$ 102,919
Full Year - Tax Revenues	<u>\$ 1,018,300</u>	<u>\$ 1,200,000</u>	<u>\$ 1,121,682</u>
Other Revenues			
Line of Credit	\$ 250,000	\$ -	\$ 50,000
RTA Tax - Clerk	\$ 5,000	\$ 10,000	\$ 5,000
Denver Bus Partners	\$ 31,500	\$ 29,500	\$ 31,500
Operating Grant	\$ 132,000	\$ 118,000	\$ 118,000
Capital Grant	\$ 300,000	\$ 240,000	\$ -
Interest Revenue	<u>\$ 8,000</u>	<u>\$ 13,307</u>	<u>\$ 8,307</u>
Total Revenue	<u>\$ 1,744,800</u>	<u>\$ 1,610,807</u>	<u>\$ 1,334,489</u>
Expenses			
Postage	\$ 100	\$ 100	\$ 100
Photocopies	\$ 20	\$ 20	\$ 20
Professional Services - Truex	\$ 67,200	\$ 67,200	\$ 67,200
Professional Services - Airplanners	\$ 72,000	\$ 72,000	\$ 72,000
Professional Services - Landwehr	\$ 10,800	\$ 10,800	\$ 10,800
Professional Services - Levy	\$ -	\$ -	\$ 830
Audit Cost	\$ 3,000	\$ 3,000	\$ 2,250
Revenue Collection Fee	\$ 15,000	\$ 15,000	\$ 15,000
Airline Guarantees	\$ 600,000	\$ 800,000	\$ 800,000
Airline Startup Costs	\$ -	\$ -	\$ 55,000
Fees	\$ 150	\$ 150	\$ 150
Bank Fees	\$ 1,550	\$ -	\$ 1,561
Donations	\$ -	\$ -	\$ 500
Ground Transportation	\$ 320,000	\$ 411,335	\$ 411,335
Denver Bus Service	\$ 45,500	\$ 43,500	\$ 45,500
Advertising	\$ 5,000	\$ 5,000	\$ 11,000
Travel & Transportation	\$ 1,200	\$ 1,200	\$ 4,500
D&O Insurance	\$ 3,500	\$ 3,500	\$ 3,500
Meals & Lodging	\$ 3,500	\$ 3,500	\$ 4,500
Dues & Meetings	\$ 3,500	\$ 3,500	\$ 3,500
Repair & Maintenance - Vehicles	\$ 40,000	\$ 20,000	\$ 39,350
Fuel	\$ 75,000	\$ 148,000	\$ 70,000
Vehicles	\$ -	\$ -	\$ 11,250
Capital Costs	\$ 300,000	\$ 300,000	\$ -
Interest	\$ 5,000	\$ -	\$ 1,000
Treasurer's Fees	\$ 16,000	\$ 12,000	\$ 22,000
Transfer to General Fund	\$ 15,120	\$ 15,120	\$ 15,120
Principle Payments	<u>\$ 250,000</u>	<u>\$ -</u>	<u>\$ 50,000</u>
Total Expenses	<u>\$ 1,853,140</u>	<u>\$ 1,934,925</u>	<u>\$ 1,717,966</u>
Revenues Over (Under) Expenses	\$ (108,340)	\$ (324,118)	\$ (383,477)
Balance Remaining	\$ 146,038	\$ 313,737	\$ 254,378

Gunnison Valley Transportation Authority
Draft 2010 Budget with 2009 Projection and actuals from 2005-2008

	2010 Draft Budget	2009 Projection	2008 Actual	2007 Actual	2006 Actual	2005 Actual
Revenues						
Starting Fund Balance 1/1	\$ 254,378	\$ 637,855	\$ 955,440	\$ 892,400	\$ 431,129	\$ 196,214
Jan	\$ 86,100	\$ 86,153	\$ 103,663	\$ 105,609	\$ 104,475	\$ 89,868
Feb	\$ 81,300	\$ 81,262	\$ 93,805	\$ 107,137	\$ 111,781	\$ 92,142
Mar	\$ 93,900	\$ 93,904	\$ (11,179)	\$ 119,164	\$ 125,560	\$ 103,908
April	\$ 51,800	\$ 51,851	\$ 61,635	\$ 71,328	\$ 66,186	\$ 58,411
May	\$ 59,800	\$ 59,877	\$ 65,705	\$ 84,000	\$ 79,464	\$ 68,876
June	\$ 94,000	\$ 93,996	\$ 105,009	\$ 120,934	\$ 108,096	\$ 94,416
July	\$ 120,000	\$ 120,310	\$ 136,398	\$ 138,044	\$ 135,845	\$ 126,269
Aug	\$ 109,200	\$ 109,225	\$ 128,525	\$ 134,640	\$ 136,139	\$ 112,433
Sept	\$ 90,200	\$ 90,185	\$ 106,116	\$ 113,222	\$ 125,069	\$ 97,365
Oct	\$ 68,000	\$ 68,000	\$ 79,006	\$ 80,175	\$ 86,497	\$ 78,948
Nov	\$ 57,000	\$ 57,000	\$ 57,190	\$ 77,797	\$ 59,089	\$ 68,009
Dec	\$ 107,000	\$ 107,000	\$ 111,008	\$ 126,513	\$ 145,144	\$ 122,798
One time Payers		\$ 102,919				
Full Year - Tax Revenues	\$ 1,018,300	\$ 1,121,682	\$ 1,036,882	\$ 1,278,563	\$ 1,283,345	\$ 1,113,443
Other Revenues						
Line of Credit / TAN proceeds	\$ 250,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 407,216
Refunds on Expenditures	\$ -	\$ -	\$ 1,320	\$ -	\$ -	\$ -
RTA Tax - Clerk	\$ 5,000	\$ 5,000	\$ 12,723	\$ 10,238	\$ 10,727	\$ 8,391
Denver Bus Partners	\$ 31,500	\$ 31,500	\$ -	\$ -	\$ -	\$ -
Grant Revenues	\$ 432,000	\$ 118,000	\$ 532,824	\$ 428,824	\$ -	\$ -
Interest Revenue	\$ 8,000	\$ 8,307	\$ 15,706	\$ 45,329	\$ 20,923	\$ 9,812
Total Revenue	\$ 1,744,800	\$ 1,334,489	\$ 1,599,455	\$ 1,762,954	\$ 1,314,995	\$ 1,538,863
Expenses						
Postage	\$ 100	\$ 100	\$ 102	\$ 24	\$ -	\$ 10
Photocopies	\$ 20	\$ 20	\$ 6	\$ -	\$ -	\$ -
Donations	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
Professional Services	\$ 150,000	\$ 150,830	\$ 162,915	\$ 137,391	\$ 109,187	\$ 116,566
Audit Cost	\$ 3,000	\$ 2,250	\$ 2,195	\$ 2,115	\$ 2,037	\$ 1,995
Revenue Collection Fee	\$ 15,000	\$ 15,000	\$ 16,326	\$ 32,899	\$ 37,573	\$ 29,078
Airline Guarantees	\$ 600,000	\$ 800,000	\$ 622,089	\$ 750,000	\$ 512,775	\$ 625,000
Airline Startup Costs	\$ -	\$ 55,000	\$ -	\$ -	\$ 67,713	\$ -
Ground Transportation	\$ 320,000	\$ 411,335	\$ 486,395	\$ 208,156	\$ 90,944	\$ 76,593
Fees	\$ 1,700	\$ 1,711	\$ 192	\$ 292	\$ -	\$ -
Denver Bus Service	\$ 45,500	\$ 45,500	\$ -	\$ -	\$ -	\$ -
Advertising	\$ 5,000	\$ 11,000	\$ 5,902	\$ 933	\$ 1,089	\$ 656
Travel & Transportation	\$ 1,200	\$ 4,500	\$ 224	\$ 646	\$ -	\$ 242
D&O Insurance	\$ 3,500	\$ 3,500	\$ 3,238	\$ -	\$ -	\$ -
Meals & Lodging	\$ 3,500	\$ 4,500	\$ 1,052	\$ 1,696	\$ 3,133	\$ 3,584
Dues & Meetings	\$ 3,500	\$ 3,500	\$ 2,964	\$ 3,778	\$ 2,921	\$ 1,260
Repair & Maintenance - Vehicles	\$ 40,000	\$ 39,350	\$ 19,802	\$ -	\$ -	\$ -
Fuel	\$ 75,000	\$ 70,000	\$ -	\$ -	\$ -	\$ -
Bike Racks, Bikes, Computer	\$ -	\$ -	\$ 6,359	\$ -	\$ -	\$ -
Vehicles - Capital Expense	\$ -	\$ 11,250	\$ 536,030	\$ 536,030	\$ -	\$ -
Capital Costs	\$ 300,000	\$ -	\$ 21,765	\$ -	\$ -	\$ -
Interest	\$ 5,000	\$ 1,000	\$ 650	\$ 650	\$ -	\$ 12,392
Principal Repayments	\$ 250,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 407,216
Treasurer's Fees	\$ 16,000	\$ 22,000	\$ 16,524	\$ 19,704	\$ 12,351	\$ 15,356
Transfer to General Fund	\$ 15,120	\$ 15,120	\$ 12,310	\$ 5,600	\$ 14,000	\$ 14,000
Total Expenses	\$ 1,853,140	\$ 1,717,966	\$ 1,917,040	\$ 1,699,914	\$ 853,724	\$ 1,303,947
Revenues Over (Under) Expenses	\$ (108,340)	\$ (383,477)	\$ (317,584)	\$ 63,040	\$ 461,271	\$ 234,916
Balance Remaining	\$ 146,038	\$ 254,378	\$ 637,855	\$ 955,440	\$ 892,400	\$ 431,129

Report prepared by Scott Truex with available information from the County Finance department on September 14, 2009

Gunnison Crested Butte Regional Airport (GUC) Draft Five Year Air Service Growth Plan

In order to understand the challenges of a five year air service growth plan, there needs to be some airport facts, aircraft options, airline hub cities and history disclosed.

The GUC airport is one of the more restrictive airports in the US because of distances to airline hub cities, altitude and weather (in the summer there is also temperature). Attached is a list of airports in resort communities comparing the altitude and runway length then detailing any obstacles. The chart gives you an idea of which aircraft can serve which airports in the two state region. Once a community/airport understands the aircraft options, the next steps to consider are which airline could (and would) provide service and distances to the hub cities. Below is a chart detailing air distances from GUC and the airlines serving those hub cities. The distance is critical but equally important is aircraft assigned to the hub city and availability of the equipment.

Hub City	Airlines	Miles
DEN	UAL/F9	152
SLC	DL	310
PHX	USA	452
DFW	AA	677
IAH	CO	885
MEM	DL	967
ORD	UAL/AA	1,030
CVG	DL	1,200
ATL	DL	1,300

The GUC airport capabilities, distance to the hub, aircraft options, aircraft available and willingness of the airline to serve a community all need to be coordinated. Currently GUC has winter service to DEN, SLC, DFW and ATL with 45,676 scheduled inbound available seats. The history of air service to GUC during the winter has shown success in the Texas and southeastern US primarily due to second homeownership and the Callaway/Walton ownership of Crested Butte Resort. However, the load factors to the GUC airport over the past several years have been a challenge especially when you compare the percentages to industry standards. The growth of air service can only be obtained by achieving 75% load factors during the season, proving to ourselves and the airlines the community/airport deserve an increase in available seats.

Airplanners recommends increasing the seats in four steps: (1) achieve the 75% load factor with the current service, (2) increase the available seats from

DEN and SLC using a wide variety of available aircraft or frequency (3) increase hub city frequency from current markets and (4) select other hub cities to increase weekend service with the current airlines.

The five year growth model is attached increasing the current 45,676 inbound available seats to 60,906 in the 2014-15 season. The growth rate is always be influenced by economic conditions, available funding and previous year's results.

GUC Air Service History

Year	MRG Seats	MRG Seats Sold	Load Factor	Additional UAX seats	Total Seats	Payment	Total Loss	MRG Cap
2005-06	35,828	22,933	64%	12,099	47,927	\$ 512,775	\$ 729,442	\$ 900,000
2006-07	29,300	18,238	62%	21,904	51,204	\$ 900,000	\$ 1,176,246	\$ 900,000
2007-08	27,798	18,903	68%	11,286	39,084	\$ 622,089	\$ 622,089	\$ 1,050,000
2008-09	50,425	27,310	54%	-	50,425	\$ 1,400,000	\$ 3,095,550	\$ 1,400,000

GUC Five Year Growth Model

2009-10

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	17771
DFW	Daily	757	20680
SLC	4-week	RJ	4480
ATL	Sat only	757	<u>2745</u>
		Total	45676

2012-13

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	19631
DFW	Daily + Sat	757	23500
SLC	6-week	RJ	6720
ATL	Sat/Sun on	757	<u>5490</u>
			55341 Additional Sun flight
			5.2%

2010-11

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	19631 One more AB per week
DFW	Daily	757	20680
SLC	5-week	RJ	5600 One more RJ per week
ATL	Sat only	757	<u>2745</u>
			48656 6.5%

2013-14

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	19631
ORD	Sat only	757	2820 Additional city
DFW	Daily + Sat	757	23500
SLC	6-week	RJ	6720
ATL	Sat/Sun on	757	<u>5490</u>
			58161 5.1%

2011-12

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	19631
DFW	Daily	757	23500 Additional Sat flight
SLC	6-week	RJ	6720 One more RJ per week
ATL	Sat only	757	<u>2745</u>
			52596 8.1%

2014-15

Hub City	Frequency	Aircraft	Seats
DEN	Multi-Day	AB/Dash	19631
ORD	Sat only	757	2820 Additional city
DFW	Daily + Sat	757	23500
CVG	Sat only	757	2745
SLC	6-week	RJ	6720
ATL	Sat/Sun on	757	<u>5490</u>
			60906 4.7%

Airport Comparison

Elevation

Airport	State	Code	NAV	Elevation	Runway Length	Runway Width	Aircraft
Montrose	CO	MTJ	ILS	5759 ft.	10000	150	Dash, RJ, MD 80, 737, 757
Obstructions: 41 ft. hill, 2050 ft. from runway, 575 ft. right of centerline, 45:1 slope to clear							
Jackson	WY	JAC	ILS	6451 ft.	6300	150	Dash, RJ, A319, MD 80, 757
Obstructions: 10 ft. hill, 249 ft. from runway, 505 ft. left of centerline, 5:1 slope to clear							
Eagle	CO	EGE	ILS	6535 ft.	9000	150	Dash, 757, A319
Obstructions: 503 ft. hill, 10000 ft. from runway, 825 ft. left of centerline, 19:1 slope to clear							
Hayden	CO	HDN	ILS	6602 ft.	10000	150	Dash, RJ, 757, A319
Obstructions: none							
Gunnison	CO	GUC	ILS	7678 ft.	9400	150	Dash, RJ, 757
Obstructions: 25 ft. hill, 1100 ft. from runway, 75 ft. both sides of centerline, 44:1 slope to clear							
Aspen	CO	ASE	LOC/DME	7819 ft.	7006	100	Dash, RJ
Obstructions: Terrain will not allow for normal traffic patterns, landing will require high rates of descents							
Telluride	CO	TEX	LDA	9078 ft.	6870	100	Beech 1900
Obstructions: 40 ft. hill, lighted, 200 ft. from runway							

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
Obstructions: 41 ft. hill, 2050 ft. from runway, 575 ft. right of centerline, 45:1 slope to clear							
Hayden	CO	HDN	ILS	6602 ft.	10000	150	Dash, RJ, 757, A319
Obstructions: none							
Gunnison	CO	GUC	ILS	7678 ft.	9400	150	Dash, RJ, 757
Obstructions: 25 ft. hill, 1100 ft. from runway, 75 ft. both sides of centerline, 44:1 slope to clear							
Eagle	CO	EGE	ILS	6535 ft.	9000	150	Dash, 757, A319
Obstructions: 503 ft. hill, 10000 ft. from runway, 825 ft. left of centerline, 19:1 slope to clear							
Aspen	CO	ASE	LOC/DME	7819 ft.	7006	100	Dash, RJ
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Telluride	CO	TEX	LDA	9078 ft.	6870	100	Beech 1900
Obstructions: 40 ft. hill, lighted, 200 ft. from runway							
Jackson	WY	JAC	ILS	6451 ft.	6300	150	Dash, RJ, A319, MD 80, 757
Obstructions: 10 ft. hill, 249 ft. from runway, 505 ft. left of centerline, 5:1 slope to clear							

Email regarding City Tax Rate:

Hi Jonathan, Scott, Rod, and Ken,

Kathy Simillion with the County Election Office called late yesterday and stated she took your questions to the Secretary of State's Election Office. Their Attorney answered her inquiries.

As to an election – any RTA election can be conducted as a coordinated election with the County or the RTA can conduct their own mail ballot election. The City would not conduct the election.

As for a tax question, the entire RTA district must vote on a tax increase issue – not just the citizens within the City limits of Gunnison. I hope this answers your questions. Please let me know if you have anything further. Gail

City Clerk *Gail A. Davidson*, CMC

City of Gunnison

P.O. Box 239 - Gunnison, CO 81230

970.641.8140 970.641.8051 (fax)

Please, conserve resources! Do NOT print this e-mail unless needed!



Gunnison Valley Transportation Authority

Board of Directors

P.O. Box 39, Crested Butte, CO 81224

Phone: 970.275.0111

FAX: 970.349.6626

Email: struex@wic.net

Draft

9-18-09

Dear Editor:

The Board of Directors of the Gunnison Valley RTA encourages the community to vote in favor of reauthorization of the LMD tax. The LMD (Local Marketing District) is the primary funding source for the TA (Tourism Association) and this funding is integral to the economic success of our valley.

The TA promotes tourism year-round in Gunnison County and tourism is responsible for almost 50% of our economy. The RTA partners with the TA to work for a sustainable economy and to ensure that the flights we fund into the airport are as full as possible.

During these tough economic times, we feel it is imperative that Gunnison County remain competitive and marketing our valley is essential to our economic future.

The LMD tax is collected through lodging establishments and is used to promote tourism.

We encourage each citizen of Gunnison County to consider the very positive benefits of tourism to our valley and ask each of you to vote for reauthorization of the LMD tax. Thank you.

Sincerely,

The Board of Directors of the Gunnison Valley RTA

Ridership on the RTA Gunnison - Crested Butte Route

Year	Month	Riders	Bus Trips	Miles	Days	Riders per trip	Riders per day	Riders	Bus Trips	Riders	Total
								Last Year	Last Year	per trip Last Year	Riders Change
2009	January	15,829	684	21,888	31	23.14	510.6	10,867	688	15.80	4,962
2009	February	13,060	622	19,904	28	21.00	466.4	11,861	638	18.59	1,199
2009	March	12,434	682	21,824	31	18.23	401.1	13,226	682	19.39	(792)
2009	April	3,954	130	8,320	30	30.42	131.8	6,435	388	16.59	(2,481)
2009	May	2,029	222	7,104	31	9.14	65.5	2,342	186	12.59	(313)
2009	June	3,037	360	11,520	30	8.44	101.2	4,948	528	9.37	(1,911)
2009	July	3,913	371	11,872	31	10.55	126.2	6,496	558	11.64	(2,583)
2009	August	3,228	323	10,336	31	9.99	104.1	5,863	558	10.51	(2,635)
Total		57,484	3,394	112,768	243	16.94	236.6	62,038	4,226	14.68	(4,554)

ASSUMPTION AGREEMENT AND MEMORANDUM OF UNDERSTANDING

This Assignment and Agreement is dated this 1st day of September, 2009, by and between Chaffee County, Colorado, ("Chaffee County"), Neighbor to Neighbor Volunteers, a Colorado nonprofit corporation ("Assignee") and Gunnison Valley Rural Transportation Authority ("GVRTA").

BACKGROUND

- A. Assignee operates a shuttle service in Chaffee County for the benefit of the visitors to and citizens of Chaffee County. Assignee has been designated as a subcontractor to provide Intercity Bus service from Gunnison to Salida, via a route agreement with Black Hills Stage Lines, which then provides service from Salida to Denver. The entire route provides intercity bus transportation service to the rural communities of Gunnison, Poncha Springs, Buena Vista, Salida, Fairplay, Jefferson, Grant, Pine Junction, Cold Spring park and Ride, Denver Union Station, and the Denver Greyhound Station. Assignee is seeking to obtain 5311 Funds in order to purchase a 15-passenger van to perform its service as a subcontractor. The vehicle will also be able to provide local 5311 service in Chaffee County as needed when not providing service on the Intercity Bus service route.
- B. Chaffee County has agreed to be named the owner of the van and serve as the "grantee" under the 2009 5311 Contract-Chaffee County (the "5311 Agreement"). The 5311 Agreement requires a local match of \$14,494.00. This amount, including \$8,500.00 from Chaffee County, has previously been appropriated by various entities benefitting from the Intercity Bus service. Currently, such funds are being held by GVRTA for the purpose of funding the 5311 Agreement.
- C. Assignee desires to comply with the applicable requirements in order to obtain state and federal funds. Assignee is prepared to expend its match share of the cost and is adequately staffed and suitably equipped to undertake the Gunnison to Salida shuttle service.
- D. The parties desire that the Assignee bear the responsibility and associated liability in connection with the shuttle service and the ownership and operation of the van used for the Gunnison to Salida shuttle service. Further, the parties intend for Assignee to be responsible for all reporting obligations in connection with the funding. Finally, Assignee shall be responsible for obtaining funding, including the "Local Share", to the extent such is not funded by amounts held by GVRTA for the purpose of funding the 5311 agreement.

AGREEMENT

In consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

1. Term. This Agreement shall commence as of the above date and shall continue for as long as the County remains as the named owner of the van purchased pursuant to 5311 Agreement.
2. Assumption. Assignee hereby assumes and agrees to perform and observe all of all obligations of Chaffee County under the 5311 Agreement, including funding the "Local Share." Such assumption shall survive termination of this Agreement. Chaffee County shall hold title to the van, and Assignee shall bear all responsibility for operation of the new van. Provided Assignee is in compliance with this Agreement, Assignee shall have full custody of the van titled in Chaffee County's name.

3. Funding Local Share. GVRTA acknowledges that it is holding the amount of funds designated as the required local match under the 5311 Agreement and that such funds will be utilized for such purpose.
4. Compliance. Assignee shall comply with all applicable laws, codes, ordinances, orders, restrictions and other regulations, including without limitation, Americans with Disabilities Act and other city, county, state and federal laws and regulations and grant conditions. Assignee shall insure that its drivers are adequately trained and also comply with all applicable laws, codes, ordinances, orders, restrictions and other regulations governing the vans and the operation of the shuttle service.
5. Records and Reporting. Assignee shall establish and maintain a proper accounting system in accordance with generally accepted accounting standards to assure that funds are expended and costs accounted for in a manner consistent with the 5311 Agreement and project objectives. All allowable costs charged to the project, including any contributed services, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in detail the nature of the charges. Such records shall be maintained for a period of six years after the date of termination of this contract and shall be available for inspection by Chaffee County at all reasonable times. Assignee shall make reports to Chaffee County as reasonably requested by Chaffee County and as deemed by County staff to be necessary or advisable. Assignee shall comply with all reporting requirements in connection with the 5311 Agreement.
6. Disclaimer. Chaffee County makes no warranty or representation, express or implied, as to the fitness, safeness, design, merchantability, condition, quality, capacity or workmanship of the vans it is providing or that the vans will satisfy the requirements of any law or contract specification. Assignee shall bear all such risks at its sole risk and expense.
7. Indemnification and Release. Assignee assumes full responsibility for and risk of bodily injury, death or property damage in connection with the vans and operation of its shuttle service and in connection with Chaffee County: (a) executing the 5311 Agreement, (b) providing the van, or (c) being named as owner of the van. Further, Assignee shall indemnify and hold harmless Chaffee County for any loss in connection with such activities. "Loss" shall include without limitation, litigation costs and expenses and attorneys' and experts' fees. "Loss" shall also include any insurance due or paid. Chaffee County shall not be obligated to proceed against any insurance company or policy to recover any loss. This provision shall survive termination of this Agreement.
8. Licenses, Taxes and Ordinances. Assignee shall be responsible for and promptly pay to the proper authorities when due, all applicable licenses and taxes in connection with ownership of the vans and operation of the shuttle service.
9. Maintenance and Repair. Assignee shall take good care of the vans and shall keep the same in good working order and condition.
10. Insurance.
 - a. Liability. Assignee shall at its sole cost and expense procure and maintain in force a policy of general liability insurance insuring the vans Premises against loss or injury to any person or property arising from its use of the vans and operation of its shuttle service. Such insurance policy shall be issued by a company authorized to do business in Colorado and

shall be in an amount not less than those limits of liability established under the 5311 Agreement. In no event shall the amount be less than those limits of liability established from time to time for governmental entities under the provisions of the Colorado Governmental Immunity Act, C.R.S. § 24-10-114. Currently, such limits are \$150,000.00 per person and \$600,000.00 per occurrence. Such policies shall at all times comply with the requirements set forth in the 5311 Agreement. Assignee shall promptly increase its coverage, if necessary, as required by law or the 5311 Agreement, and Chaffee County's failure to inform Assignee of any increased coverage requirements shall not affect Assignee's obligation.

- b. Peril. Assignee also shall at its sole cost and expense keep the vans insured against loss or damage by reason of fire, vandalism and malicious mischief and such other risks as may be included in the standard form of fire and extended coverage insurance from time to time available in an amount equal to 100% of the replacement value thereof.
 - c. Certificates. Assignee shall annually furnish the Chaffee County with copies or company issued certificates of insurance policies obtained by Assignee in compliance with this paragraph, and Assignee shall ensure that Chaffee County is notified in writing and at least 30 days in advance of any amendment or cancellation of such policy or policies.
11. Notices. All notices shall be in writing and shall be delivered personally, mailed by United States registered or certified mail (return receipt requested and postage prepaid), or sent by courier confirmed by receipt, addressed to the party at the addresses set forth below, or at such other addresses the applicable party has designated to the other in accordance with this Section.

If to Chaffee County: **Chaffee County**
Street: **P.O. Box, 699, 104 Crestone Avenue**
City, State and Zip: **Salida, Colorado 81201**
Attention: **County Administrator**
With a copy to: **County Attorney**

If to GVRTA: **Gunnison Valley Rural Transportation Authority**
Street: **PO. Box 39**
City, State and Zip: **Crested Butte, Colorado 81224**
Attention: _____

If to Assignee: **Neighbor to Neighbor Volunteers**
Street: **213 East 3d Street**
City, State and Zip: **Salida, Colorado 81201**
Attention: **Connie Cole**

Notices shall be deemed to be given on the date of receipt, except that if delivery is refused, such notice shall be deemed given on the fifth day after it is sent.

- 12. Prior and Subsequent Agreements. The Agreement incorporates all of the agreements of the parties hereto with respect to any matter in connection with its subject matter. No provision may be amended or added to except by an agreement in writing signed by the parties hereto or their respective successors in interest.
- 13. Severability. This Agreement is intended to be as broad and inclusive as is permitted by Colorado law and if any portion of this Instrument is held invalid, the remainder shall continue in full legal force and effect.

14. Funds Availability. Financial obligations of Chaffee County payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

15. Non-Discrimination. Assignee shall comply with the letter and spirit of all applicable state and federal laws respecting discrimination and unfair employment practices.

IN WITNESS WHEREOF, the parties hereto have executed the Agreement as of the date first appearing above.

GUNNISON VALLEY RURAL
TRANSPORTATION AUTHORITY

By: _____

Name: Jim Starr

Title: Chair, Board of Directors

CHAFFEE COUNTY COLORADO

By: _____

Frank Holman

Chairman of the Board of Commissioners

NEIGHBOR TO NEIGHBOR VOLUNTEERS

By: _____

Name:

Title:

Introduction

This chapter provides a framework for implementing the numerous recommendations contained in Chapters 4 and 5. As noted in Chapter 1, this Plan Update addresses the most important issues identified through the community engagement process and is intended to supplement the 1999 Transportation Plan, not replace it.

The region has made great strides in implementing the recommendations of the 1999 Transportation Plan. Table 5.1 shows the implementation status of the major recommendations of the original Plan relative to this 2008 Update using the following categories:

- **Accomplished:** Items that have been completed.
- **Ongoing:** Recommendations for which progress has been made and efforts continue, including items that are inherently ongoing with no set completion date.
- **Not Accomplished:** Still-valid recommendations for which little or no progress has yet been made
- **Not Feasible:** Recommendations that are no longer applicable
- **Plan Update:** Previous recommendations that are updated or otherwise addressed as part of this 2008 Update.
- **Not Addressed:** Recommendations or actions from the 1999 Transportation Plan beyond the scope of the 2008 Update.

Accomplished and ongoing action items are highlighted to demonstrate the regional progress toward achieving the 1999 Plan. As emphasized in Chapter 1, recommendations from the 1999 Plan not specifically addressed or re-visited in this 2008 Update remain valid. Additionally, the 2008 Update responds to new issues not included in the 1999 Plan. Accordingly, both documents together comprise the Upper Gunnison Valley Transportation Plan.

As Chapter 1 also notes, this Plan Update is primarily policy-based rather than projects-based. Therefore, a traditional implementation program that organizes a list of projects by timeframe is not as applicable. Many of the policy recommendations in this Plan Update are either ongoing or apply only as opportunity or need arise.

Even so, there is a logical staging in that certain recommended actions should be completed first before other recommendations can be implemented.



Table 5.1
1999 Transportation Plan - Implementation Status

Public Transit Programs	Status
Service expansion of Mountain Express	Accomplished
Increase subsidy for Shuffle to provide more regional commuter routes	Accomplished
Consolidate social transit service providers operations within Gunnison	Plan Update
Identify corridor for future valley rail	Not Feasible
Form an RTA	Accomplished
Extend transit service to CB South	Plan Update
Initiate all day scheduled valley transit service	Accomplished
Provide shuttle service to remote parking locations south of CB	Plan Update
Provide support for initiation and expansion of taxi service in Gunnison	Not Accomplished
Initiate scheduled fixed route service in Gunnison	Plan Update
Develop special event and RV parking sites served by transit in and around the City of Gunnison	Not Accomplished
Develop gondola from Crested Butte to Mt. Crested Butte	Not Feasible
Plan for valley rail system	Not Accomplished
Motor Vehicle Programs	
Gunnison traffic signal evaluation, optimization, improvements	Ongoing
Improved signing and marking on SH 135 and Gothic Rd	Accomplished
Traffic calming/entry features on regional roadways	Ongoing
Improve Sixth Street bike/ped crossings - Crested Butte	Accomplished
Paved shoulders and turn lanes on Gothic Road	Accomplished
Paved shoulders, turn lanes on SH 135 from Gunnison to Crested Butte	Accomplished
Provide safety improvements along SH 135	Accomplished
Construct scenic pullouts along SH 135	Not Accomplished
Emergency vehicle response improvements	Not Accomplished
Build passing lanes at appropriate locations along SH 135	Not Accomplished
Tunnel for through traffic beneath Sixth Street in Crested Butte	Not Feasible
Non-Motorized Systems	
Develop a comprehensive bicycle and pedestrian improvement plan for Mt. Crested Butte	Ongoing
Develop and implement a "share the road" signage program along SH 135 and Gothic Road	Accomplished
Increased sweeping of shoulders for bicycles - all seasons	Ongoing

table continued on next page

Bicycle parking program - Gunnison, CB, MCB	Ongoing
Improve Sixth Street bike/ped crossings - Crested Butte	Accomplished
Off-street trail between Crested Butte and CB South	Plan Update
Develop and enhance bicycle and pedestrian crossings of roadways throughout the City of Gunnison	Ongoing
Sidewalk improvements program in the City of Gunnison	Ongoing
Safe access to school program - Gunnison, CB	Ongoing
Sidewalk improvements program - Crested Butte (high traffic streets)	Ongoing
Fully implement the Gunnison County Trails Master Plan	Ongoing
Transportation Demand Management Programs	
Regional employer based TDM program	Not Accomplished
Non-auto tourist promotion	Ongoing
Intercept parking lot south of Crested Butte	Plan Update
Park and ride lot network	Plan Update
Regional community-wide TDM program	Not Accomplished
Comprehensive parking program - Crested Butte	Plan Update
Resident vehicle permits - CB, MCB	Plan Update
Land Use Measures Programs	
	Not Addressed

Most importantly, recommended parking management strategies should be implemented before transit park-and-ride recommendations so that the former helps create the market for the latter. (However, the time gap between the two should be short.) Similarly, a regional transit mode share objective should be adopted as one means to facilitate stronger growth management controls.

Table 5.2 at the end of this chapter illustrates the recommended implementation program. Recommendations are classified by travel mode, location, and implementation timeframe.

Rather than specific target dates, which are particularly difficult to estimate for policy-based actions, recommendations are classified into three levels of timeframe priority, in particular to show timing and priority relationships to each other, rather than an absolute, artificial timeline. The lead agency for implementation is also identified, though many recommendations require or would benefit from partnerships to implement.

Conclusion and Next Steps

This chapter provides an implementation framework for the recommendations contained in this 2008 Update to the Upper Gunnison Valley Transportation Plan. The most important aspect of implementation is the sequence of implementing certain recommendations relative to others, rather than adhering to a specific timeframe.

There are two other important implementation aspects to consider. First is ongoing performance monitoring and assessment. While many policy-based recommendations do not correspond to quantitative or numerical thresholds or triggers, certain recommendations do, such as the concept of a regional transit mode share target. Other recommendations, particularly regarding the proposed Gunnison Bypass, have very specific policy and quantitative guidance. And, the quantitative guidance contained in the 1999 Plan regarding maximum carrying capacity and other elements remains valid. Finally, other recommendations are situational, meaning they should be pursued only if need or opportunity arise. These include regional transit revenue options and the Gunnison transit circulator. Discussion of the latter, for example, includes policy and quantitative guidance to assess its potential on an ongoing basis.

Finally, as with the 1999 Plan, the funding partners to this 2008 Update should consider adopting all or parts of this Update. Certain recommendations, particularly regarding the Gunnison Bypass, parking management in Crested Butte and Mt. Crested Butte, and the regional mode share target as a growth management tool, would be strengthened by adoption as official policy, either as part of this Plan or separately. Ultimately, the intent is to maximize the usefulness of this Plan over time to assist the region in achieving its transportation objectives.



Table 5.2
2008 Plan Update Implementation Matrix

Travel Mode	2008 Plan Update Recommendation	Recommendation Details	Location	First-Tier Priority	Second-Tier Priority	Third-Tier Priority
				Lead Implementation Agency		
Roadway	Proposed Bypass	- Adopt alignment and ROW - Collector standards - Complete Streets	Gunnison	Gunnison County Gunnison		
	Re-align Cement Creek/SH 135 Intersection	- Realign at 90 degrees	CB South	CDOT Gunnison County		
	Manage Gothic Road Traffic	- Parking management & restrictions - Incentivize transit use - Discourage drive-alone trips - Smart growth planning	Mt. Crested Butte	Mt. Crested Butte CBMR		
Parking	Increase Enforcement	- Target repeat offenders - Eliminate "shuffling"	Crested Butte Gunnison	Gunnison Crested Butte		
	Shift to Other Modes	- Incentivize transit & bike/ped	Gunnison Mt. Crested Butte Crested Butte	Crested Butte Mt. Crested Butte	Gunnison	
	Increase Turnover	- Refine time limit options - Implement paid parking	Gunnison Mt. Crested Butte Crested Butte	Mt. Crested Butte	Crested Butte	Gunnison
Transit	Gunnison Transit Circulator	- Monitor long-term for viability	Gunnison			Gunnison
	Revenues & Funding	- Maximize advertising - Funding partnerships - Implement fare as last resort	Regional	GVRTA		
	CB South - Park-And-Ride	- Cement Creek PNR lot	CB South		GVRTA	
	CB South - Direct Service	- Special Assess. District	CB South	Residents, property owners		
	Regional Park-And-Ride: Up-Valley Trips	- Clark, Ohio Creek, Cement Creek PNR lots	Regional		GVRTA	
	Regional Park-And-Ride: Down-Valley Trips	- Brush Creek PNR lot	Regional			GVRTA
Walk & Bike	Pedestrian Safety	- Roadway design - Ongoing planning	Gunnison Crested Butte	Crested Butte	Gunnison	
	Crested Butte-CB South Connection	- Off-road pathway	CB-CB South		Crested Butte Gunnison County	
Growth & Develop.	Regional Growth Management	- Incentivize transit & balanced travel choices	Regional	Gunnison County Gunnison CB, MCB		



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City of Gunnison

Cory VanderVeen, President ASB
512 N. 12th Unit A
Gunnison, CO 81230
September 8, 2009

HAND DELIVERED

Dear Cory,

It was nice to see you again and congratulations on your election to Western State's College student body President.

As you may remember, we have talked in the past about enhancing mutual discussions and conversations between WSC student government and City Council of Gunnison. Fostering "town/gown" communication is something I have always been interested in, especially since I graduated in 1974 from WSC.

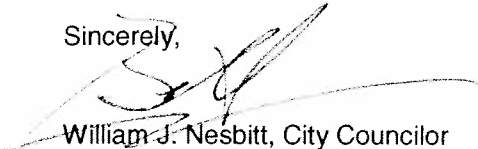
As to what we discussed yesterday in generalities, I have been tasked by the City Council to be the liaison between the RTA Board and Council. I believe there is clearly a relationship to be had with the students of WSC and the benefits of the ground transportation piece as provided for no cost to our citizens and students. The problem is how to sustain the ground transportation. The survey results from last year showed 87,000 bus riders between here and Crested Butte, with 30,000 riders being WSC students, according to Scott Truex, Manager of the RTA.

Scott Truex and I would like to come to one of your meetings and talk with you and your Board about mutual benefits to be gained by the continuation of the ground transportation piece. I am aware that the students have put a "sustainability coalition" together and that President Jay Helman has supported this concept as well. Less cars on the road makes great "green sense". I would encourage you to share this letter with your constituents.

In closing, I am aware that CU and Ft. Lewis have an arrangement for ground transportation that comes from student fees. In the Fort Lewis case, I was told that \$.70 cents per credit hour was the amount levied for the students to be allowed to ride for "free" anywhere ground transportation was provided. I am still waiting for the CU information.

Thank you for your time and consideration. I look forward to seeing you soon.

Sincerely,



William J. Nesbitt, City Councilor

cc: Brad Baca