

MEETING NOTICE

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

April 9, 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
April 9, 2010
8:00 A.M. – CRESTED BUTTE COUNCIL CHAMBERS

- 8:00 A. INTRODUCTION
8:01 B. APPROVAL OF THE MARCH 26, 2010 MINUTES
8:03 C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
8:08 D. CORRESPONDENCE
GENERAL RTA ISSUES
8:10 E-1. OLD BUSINESS
 1) Funding partners – focus group report (attached as separate document)
 2) Tax rate discussion

8:45 F-1. NEW BUSINESS
 1) Resolution #1, Series 2010 – A RESOLUTION AUTHORIZING THE BOARD CHAIRPERSON TO EXECUTE THE NECESSARY DOCUMENTS TO ESTABLISH A LINE OF CREDIT IN THE AMOUNT OF \$300,000 WITH THE COMMUNITY BANKS OF COLORADO ON BEHALF OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.
 2) Discussion regarding County funds for Cement Creek park & ride
 3) Report from Tourism Association
 4) Comments from Citizen Advisory Committee

AIR SERVICE ISSUES
9:00 E-2. OLD BUSINESS
 1) Airport Survey - update
 2) 2009-2010 Air service update
 3) 2010-2011 Air service discussion

F-2. NEW BUSINESS
 1) Contract negotiations (CBMR) - possible executive session
 2) 2010-2011 Air service contract negotiations (airlines) – possible executive session

GROUND TRANSPORTATION ISSUES
10:15 E-3. OLD BUSINESS
 1) Gunnison – CB service update

10:20 F-3. NEW BUSINESS
 1)

10:20 G. COMMENTS FROM BOARD MEMBERS
10:25 H. PUBLIC COMMENT PERIOD
10:30 I. ADJOURNMENT
Next Meeting –May 14th, 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
March 26th, 2010 Meeting Minutes

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, Mountain Express, Alpine Express, the Tourism Association, the Crested Butte/Mt. Crested Butte Chamber of Commerce, Crested Butte News, Crested Butte South, Gunnison Country Times and the RTA Citizens Advisory Committee

A. INTRODUCTION : The meeting was called to order at 8 a.m. by Jonathan Houck. Jonathan asked to move agenda item E-2, 3 Airport Survey to 9:45 a.m. so Dr. Caroline Mitchell could return to classes. Jonathan also alerted the rest of the board that there was a requirement to tape record executive sessions, but the RTA was going to start recording the rest of the meetings as well.

B. APPROVAL OF THE FEBRUARY 12, 2010 MINUTES –Bill Babbitt moved to approve the February minutes and William Buck Seconded. The motion was approved unanimously.

C. EXECUTIVE DIRECTOR’S FINANCIAL REPORT – Scott reported that January 2010 revenues were about \$70,000, which was 19 percent down from \$86,000 collected in January 2009, which was also down 17 percent from 2008. Scott said the RTA was looking at a year-end fund balance of \$44,000. He said cash flow issues could arise because December revenues aren’t actually received until mid-February. Scott said by eliminating the Park and Ride from expenditures the RTA might save \$50,000 in the 2010 budget, but it would not be enough to bring the fund balance into a comfortable zone. Jonathan Houck urged the other board members to be conscious of the fund balance as they make decisions. Bill Nesbitt agreed that it was dangerous working with little reserves. Jim Starr asked where the \$50,000 could be saved by eliminating the Park and Ride. Scott said that money would have been used for a local grant match, in addition to costs of professional services and capital items.

D. CORRESPONDENCE

Scott said several letters had been received regarding the Park and Ride by CB South.

GENERAL RTA ISSUES

E-1. OLD BUSINESS

1) Airport Update – John DeVore reported that things have been going well at the airport. He said with the switch to RJs this summer there could be a restriction on seats. He was expecting a restriction of 6 seats in May and June, and 10-11 seats in July and August. Bill Nesbitt said he

and Paula Swenson had been down the past few weekends taking surveys for Dr. Mitchell's project, and they had received several side comments about the airport. Bill wanted to know how those should be handled. John said to put them in writing and he would take the issues to the board of county commissioners.

2)Funding partners – Report on focus groups – Jim Starr explained what the focus groups in Crested Butte and Gunnison discussed. Scott said that Margo Levy helped facilitate the focus groups and would have a full report soon. For the regular meeting she had provided a brief summary. Jim said there wasn't any solid response from Gunnison folks as to how to raise private sector funding. He said the Gunnison group didn't really see any advantage air service brings Gunnison. They were unanimously against a tax issue this fall. Jim said the Crested Butte group saw air travel as critical to the economy and wanted to see revenues built up for it. They were supportive of increasing the tax, at least in Gunnison, but didn't think an issue this fall would be successful. Bill Babbitt asked who developed the list of business owner attendees, and Nesbitt asked what their makeup was. Jonathan Houck said Richard Bond from the Crested Butte / Mt. Crested Butte Chamber of Commerce and Tammy Smith from the Gunnison Chamber helped create the list. Scott said in Gunnison there wasn't a lot of representation from restaurants or retail, but there were representatives from lodging, banks and the mine. Aside from the focus groups, Paula Swenson said she had asked the Gunnison Chamber's board of directors about the tax issue and got a similar response not in favor of a tax issue. Jonathan Houck said he had also heard a similar response from people on the street. He also asked the Gunnison town council and the councilors saw the need for the tax issues but didn't think it was a good time to ask. Leah Williams said she had heard concerns about passing a tax increase in the North Valley. She also said some people had lack of understanding of what such a tax issue would do – some thought by raising money to support airline programs airfares would drop. Nesbitt said some of the people he's talked to saw the need for a tax issue, but they were also cautious. He also said some people still don't know the difference between the TA and RTA and people who think the RTA collects property tax. William Buck reported that there was a general consensus in Mt. Crested Butte that they would be in favor of having a vote on a tax issue.

3)Tax Rate Discussion - Scott said putting an item on the November ballot would probably cost the RTA about \$16,000. Jonathan said deadlines for getting a question on the ballot were approaching and the RTA needed to consider some of the feedback from the focus groups. He said if they wanted a question on the ballot they would also need to consider language that would require a positive vote in each district. From the audience, David Leinsdorf asked if there was any breakdown between how much locals and tourists pay for the RTA tax. Kent Myers said it was complicated to figure out, since the state collects the tax and then gives in back to the county. Paul Holden said he felt the citizens of the county were paying most of the tax, but Richard Bond said most sales tax applied to lodging establishments was probably paid by visitors. Scott estimated that the people who fly into Gunnison/ Crested Butte maybe pay 20 percent of RTA revenues. Jonathan asked what numbers Scott could find that would help the board. Bill Babbitt wanted to see an economic analysis of the airline program, such as a sales tax breakdown and how much money gets re-circulated back in the county. Jonathan said people often vote by their checkbook or their gut feeling, not necessarily if something makes sense or is rational. Jim Starr said business owners were concerned about how much a tax increase would cost them personally, as well as if they would have to raise prices. Jane Chaney said there was information about sales tax collections and breakdowns between economic sectors on the TA website. Jon and Scott agreed to work together to gather information on the economics of the airline program, while the rest of the RTA board should continue to meet and greet and gather public input. Scott said they needed to make a decision on the tax issue by May.

F-1. NEW BUSINESS

1) 2011 Budget discussion – Scott said he would like to board to come up with a dollar amount to put toward air service in 2011. He said the budget included a 15 percent drop in revenues. Jonathan explained that initially Scott had developed the budget with a 5 percent drop, but after seeing poor revenues throughout the 2010 budget cycle they decided to take it down further. However, he asked the board to consider whether 15 percent was too conservative. Jim Starr asked what revenue the RTA might make by charging on the bus. Scott said potentially \$40,000 to \$50,000. Jonathan said the WSC student government decided not to put the idea of a student fee to a vote this year because of other fees the student government saw coming up, but they did agree to contribute \$1 per student from the schools sustainability fund, which would raise approximately \$4,000 a year for the bus program. Scott said that amount would help the cause, but it would not change the game. Jonathan also noted that air service was important to the college to reduce a sense of isolation. Jim Starr asked the board to consider 10 or 15 percent, and Jonathan agreed. Starr said he thought they should use 15 percent, and county planners thought 2011 was going to be even tighter than 2010. Starr said he would be willing to use 10 percent if the RTA had a higher fund balance. Leah Williams agreed, and said it could be really bad if they used 10 percent but revenues ended up being 15 percent down and there was no fund balance. Bill Nesbitt said he had talked with the WSC board of trustees, and the college is getting ready for another downturn year. He felt the student vote on the bus fee reflected that. He suggested 12.5 percent as a middle ground. William Buck asked if there were budget cuts that would allow the RTA to use 10 percent reasonably. Scott said Scenario 1 eliminates ground transportation. The RTA could also cut meals and lodging for RTA functions, cut the Denver bus service, and cut D&O insurance. Bill Nesbitt felt dropping D&O insurance was a bad idea. Jonathan said he would also support 10 percent if it wasn't for the fund balance. Bill Babbitt asked Jane Chaney what the tourism forecast for summer and next winter was. Chaney said summer numbers were looking to be on par or above last year. She said people were looking to spend less money on vacations, but most still planned on taking 1 to 2 trips by the end of the year. Joe Fitzpatrick said if they reduce the number of inbound seats on the airline program Mt. Crested Butte's sales tax would go down. After hearing Jane's forecast, Babbitt supported using 10 percent, but there was general favor around the table for using 15 percent. Bill Nesbitt had to leave at 9:30 for a water meeting. Jim Starr said the elephant in the room was the Park and Ride. Jon said they should consider moving it up in the agenda to help the budget discussion. Jon asked to start looking at the individual budget scenarios. He said during previous budgets the board always seemed to back away from options 1 and 5. The rest of the board agreed to eliminate those choices. Paula said it seemed they couldn't do scenario 2 because they would lose the bus grant. Buck asked if they could find a middle ground between 2 and 3 by managing the bus differently and charging a fee. Scott explained that if they cut to 6 trips a day next winter as planned they would have to start charging just to keep the busses from being too full. Jonathan said he felt scenario 3 was what they needed to start from, as it took away from both air and ground service. Jonathan said he said he would like to see a larger amount toward the air program if possible. Leah and Roland and Paula agreed. Babbitt wanted to see more for air service. He said when the RTA was started it was primarily to fund air service, but now there was a much larger split for ground transportation. He felt they needed to consider what was really driving the economy. Jonathan said the people in Gunnison voted to renew the RTA tax because of the ground transportation. He admitted that the bus may not be an economic driver, but it was why the citizens were willing to be taxed. Jim Starr said he heard Bill's concerns about the airlines as an economic driver and the possibility that it could continue to spiral down. Jonathan said if the RTA had a bigger fund

balance he would agree to prioritize air service. Jonathan asked to move ahead to discuss the Airport Survey and then resume the budget discussion.

2) Airport Survey - Dr. Caroline Mitchell reported that the survey has been challenging. She thanked Paula and Bill Nesbitt for helping with the surveys. Caroline said 897 surveys had been collected so far and they were aiming to get 1000 by the end of ski season, so the final results could fluctuate. According to her numbers, 29 percent of flyers travel alone, and 28 percent were flying with 4 to 8 passengers. The majority of respondents were traveling with their family. 49 percent were staying between 4 and 6 days. 75 percent said their primary destination was Crested Butte. 11.5 percent were not visitors - either locals or people traveling through. 7 percent were specifically heading to Gunnison. 41 percent of respondents were using local lodging, and 47 percent were planning to stay with friends or family or had a second home. 57 percent had used the Gunnison airport before and 95 percent said they would use it again in the future. 78 percent of the respondents were homeowners, not necessarily in Gunnison County, and 11 percent owned a second home. 21 percent rented vehicles and 29 percent were using Alpine Express. 50 percent gave airport staff a 5 out of 5, and 39 percent gave the airport facility a 4 out of 5. 46 percent gave the RTA's ground transportation service a 5 out of 5. 58 percent gave their overall experience flying into Gunnison a 5. 21 percent make less than \$50,000 a year, and 29 percent make more than \$250,000. 16 percent were married. There was an even split between genders. 21 percent were college students, 71 percent had a bachelors degree or higher. Kent Myers thanked Caroline for her efforts, and said the RTA and airport would run a better program because of the learning experience.

3) 2011 Budget discussion continued - Jonathan said he felt there was a consensus to work from scenario 3 with an understanding to prioritize extra funds toward air service. Scott explained that under Scenario 3 the budget would have \$275,000 for air service and bus service would be 6 round trips a day next winter and 3 trips the rest of the year.

4) Request from board members Houck and Nesbitt to discuss new partnering opportunity - Jonathan brought up the idea of getting with Monarch Ski Area to promote the Gunnison airport on their website, and possibly looking into other ways the RTA and ski area could work together. He said the Monarch website currently only has directions for driving, yet the closest airport is in Gunnison. Jonathan said he spoke with Greg Ralph, marketing director at Monarch, and there are a surprising number of people who fly to Colorado Springs or Pueblo and ski at Monarch. Jonathan suggested getting them to fly to Gunnison and stay in Gunnison, which could increase the city's appreciation of air service. Jonathan noted that the Gunnison Getaway promotion has dropped from 11,000 visitors several years ago to 1,300 last year. Jane Chaney felt it would be very easy to get Monarch to list the airport on its website. Jim Starr asked if there had been partnerships with Monarch in the past. Jeff Moffett said there have been some lift ticket deals, and possibly a lodging package with 2 days at CBMR and a day at Monarch. Leah felt if the RTA wanted to form a partnership with Monarch they should discuss it with CBMR first. Paula said that increasing load factors could save both RTA and CBMR money. William Buck said he thought it was worth a discussion. Babbitt felt the partnership needed to be between the city of Gunnison and Monarch, but was also open to discussion. Roland said it was pretty likely that people would stay in Gunnison, as the Monarch Lodge is not quite up to date.

2) Media relations – discussion

Jonathan brought up the question of whether the RTA board should respond to editorials in the local newspapers. He said he felt that personal dialogue was better than weekly back and forth matches in the news. The rest of the board agreed.

3) Report from Tourism Association

Jane Chaney reported that spring and summer marketing efforts started just a few weeks ago. She said the TA was focusing on potential drive market customers during May and June, and was now advertising in summer oriented publications like Backpacker magazine.

4) Comments from Citizen Advisory Committee

Jeff Moffett suggested having a widely publicized meeting to discuss current tourism trends and the RTA's economic situation.

AIR SERVICE ISSUES

E-2. OLD BUSINESS

1) 2009-2010 Air service update – Kent reported that ticket sales were tapering off for the rest of the season. Only 88 seats were booked the previous week. Year to date load factors across the board are about 54 percent on inbound flights. The United Express flight is doing better than others. Kent estimated the RTA and CBMR will pay the full guarantee.

2) 2010-2011 Air service discussion - Kent wanted to respond to CBMR's request for a smaller aircraft serving the Dallas market. He said the only real option would be a CR7, with 63 seats. Other aircraft, even smaller aircraft, could have restrictions at the Gunnison airport. Kent said once restrictions apply to 15 percent or more of a plane there's a big question whether the service is even viable. David Leinsdorf asked if the MRGs are reduced along with total available seats. Kent said in general they do, but not always. Jeff Moffett said a smaller plane with greater frequency in Dallas could also lead to lower airfares. Kent said Gunnison / Crested Butte was competing with Aspen for a bid from Continental to fly a 50 seat XRJ.

F-2. NEW BUSINESS

1) Discussion concerning airline consulting – Jonathan said the board has discussed how to evaluate the performance of the RTA's airline consultant. Jonathan said they had not developed specifics, such as criteria for evaluation or what the RTA's expectations are. Bill Babbitt said he was impressed by the Community Flights presentation made during a previous RTA work session. William Buck said one of the things brought up at that presentation was a calculation of Return on Investment. He said the RTA hasn't really discussed ROI and he felt they were doing poorly. William asked if Kent could calculate ROI for the RTA's air program. Kent said he positions his compensation based on the RTA's goals and expectations. Different clients ask him for different things. For some clients he gets paid by the number of seats filled. Kent said he wasn't engaged in the resort's marketing program. William asked if the success of an airline was based on marketing. Kent said to a large degree it was, but he was not involved with it. Kent said he simply negotiates with airlines to bring in flights. William noted that airline programs over the past few years have not been successful and asked how Kent's relationship with the airlines was. Kent said he patches it together the best he can, and the airlines continue to fly to the area. Jim Starr said there was a lack of a good metric to determine Kent's success. Bill Nesbitt returned at 11:15. Kent said if the RTA can find someone who can negotiate down the daily round trip flight costs, the RTA should hire them. Jonathan said he felt the RTA was getting the service it was asking for. He said he struggled putting his cards on Community Flights because they have no clients. Jonathan said if the board feels there are more things Airplanners can provide, the RTA needs to ask for it. Paula said she felt the RTA, CBMR, TA

and Airplanners could do a better job communicating their strategies to each other. Daren Cole said the TA and CBMR meet regularly. Bill Babbitt said he felt the airline consultant should develop a creative air service program and bring it to the RTA. He said it seems more like the RTA and CBMR bring that program to Kent. Leah Williams said she was comfortable with Kent's services. She did feel there could be better marketing coordination. David Leinsdorf said he was very impressed with Kent. Jim Starr said it was a useful discussion. He said since this is the first time CBMR is putting significantly more money toward the MRG than the RTA, they should work together with Kent to make sure the marketing program is working effectively. Jonathan said the board needs to develop a specific review process and create benchmarks and goals for their airline consultant.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1)Gunnison – CB service update – Scott said March ridership has been up, which is encouraging given one less trip a day over last year. There have been some minor mechanical issues with the busses, all covered under warranty. Scott reported that the Saturday night bus carried 50 people down from Crested Butte after the Big Air on Elk event.

F-3. NEW BUSINESS

1)Bus service to CB South POA – Spring, Summer, & Fall – Scott said he had talked with Chris Behan and CB South and the Property Owners Association was willing to cover the \$11,000 additional cost to run the busses inside the subdivision. Chris said there was no way to know what the rider level will be until they try. Chris said the CB South General Store is open to letting people park there and to be used as a bus turnaround, but he said the POA building turnaround works better for the bus and the schedule. Truex said what they heard from CB south parents was that summer service would be better for their kids to get to and from town.

2)Summer service levels – Scott said the RTA had budgeted for 3 trips a day this summer and it was unlikely they could afford to add any more.

3)Cement Creek park & ride – board discussion – Jonathan said during the last meeting the board voted to have the 3 acre parcel appraised. He felt the project needed to be put on hold. Scott said a park and ride would be necessary eventually, but his recommendation based on revenues and the fund balance was to forego the project and return the money. The RTA has a check for \$5,000 from CB South, which would be returned. There was also a contribution of \$30,000 from Gunnison County. Scott said the RTA has already spent approximately \$18,000 on the project. Paula noted that the Board of County Commissioners gave the money to the RTA with no strings attached. Jim Starr said he felt that if taking the bus inside the subdivision worked, there was no need for a park and ride until people start having trouble parking inside the subdivision. Jonathan then asked for public comment on the issue.

4) Cement Creek park & ride – public comment – David Leinsdorf, representing the landowners of the parcel, the McKays, said he thought the project violated the Gunnison County land use resolution and would encourage commercial development in an area the county sought to protect. There was no further comment. Jim Starr moved to instruct staff to tell the consultants and others involved that the project was off the table, and that the \$5,000 should be returned to the CB South POA and the \$162,000 federal grant be returned to the Colorado Transit Coalition. Jonathan

Seconded. Approval was unanimous. Jonathan asked to schedule a discussion on what to do with the county's money for a future meeting. Agenda item 5 was removed.

AIR SERVICE ISSUES

1)Contract negotiations (CBMR) - possible executive session –Since CBMR was contributing the majority of the MRG, Scott asked if the RTA should ask for a letter of credit or some kind of security from CBMR. William Buck asked if CBMR has ever failed to pay the guarantee. Scott said no, but the RTA has never contributed significantly less than CBMR until now. Bill Babbitt asked if the board should go back to the budget discussion and discuss the \$50,000 savings from the Park and Ride. Jonathan agreed. Jim Starr moved to allocate the additional \$50,000 toward airline guarantees. Paula seconded and approval was unanimous. Bill Babbitt moved to go into executive session concerning contract negotiations with CBMR and air service negotiations with the airlines. Jim seconded. The board entered executive session at approximately 12:30. The regular meeting was resumed at 1:15, at which time Paula Swenson and Jim Starr left to attend a county meeting. Upon resuming the meeting, Jonathan said no decisions were made during executive session. He asked to board to decide on what order the MRG funding partners should contribute their share. Bill Babbitt excused himself due to a potential conflict of interest. Leah Williams moved to have the RTA's share of \$325,000 be the first committed in the event the MRGs need to be paid. William Buck Seconded. Approval was unanimous.

G. COMMENTS FROM BOARD MEMBERS – Jonathan thanked Bill Babbitt for his years of service with the RTA.

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

I. ADJOURNMENT – Jonathan moved to adjourn. William seconded. The meeting was adjourned at 1:30

Gunnison Valley Transportation Authority					
Financial Report - February, 2010					
	2010	% vs	2010		2010
Revenues	Actual	Budget	Budget	Revisions	Revised Budget
Starting Fund Balance 1/1	\$ 322,211.00		\$ 320,000	\$ 2,211	\$ 322,211
Jan	\$ 69,460.95	-19%	\$ 86,100	\$ (16,639)	\$ 69,461
Feb			\$ 81,300	\$ (8,130)	\$ 73,170
Mar			\$ 93,900	\$ (9,390)	\$ 84,510
April			\$ 51,800	\$ (5,180)	\$ 46,620
May			\$ 59,800	\$ (5,980)	\$ 53,820
June			\$ 95,000	\$ (9,500)	\$ 85,500
July			\$ 120,000	\$ (10,700)	\$ 109,300
Aug			\$ 109,200	\$ (10,920)	\$ 98,280
Sept			\$ 90,200	\$ (4,020)	\$ 86,180
Oct			\$ 68,000	\$ (9,500)	\$ 58,500
Nov			\$ 57,000	\$ (8,800)	\$ 48,200
Dec			\$ 107,000	\$ (19,500)	\$ 87,500
Full Year - Tax Revenues	\$ 69,460.95		\$ 1,019,300		\$ 901,041
Other Revenues					
Line of Credit			\$ 250,000		\$ 250,000
RTA Tax - Clerk	\$ 1,266.61		\$ 5,000		\$ 5,000
Denver Bus Partners	\$ 28,750.00		\$ 31,500	\$ (2,750)	\$ 28,750
Operating Grant			\$ 132,000		\$ 132,000
Capital Grant			\$ 389,754	\$ (317,754)	\$ 72,000
Donations	\$ 5,915.55		\$ -	\$ 6,000	\$ 6,000
Park & Ride Partners	\$ 30,000.00		\$ -	\$ 30,000	\$ 30,000
Interest Revenue	\$ 577.53		\$ 7,555		\$ 7,555
Total Revenue	\$ 135,970.64		\$ 1,835,109		\$ 1,432,346
Expenses					
Postage	\$ 4.90		\$ 100		\$ 100
Photocopies			\$ 1,000		\$ 1,000
Professional Services - Truex	\$ 16,800.00		\$ 67,200		\$ 67,200
Professional Services - Airplanners	\$ 17,739.62		\$ 72,000		\$ 72,000
Professional Services - Landwehr	\$ 90.00		\$ 10,800		\$ 10,800
Professional Services - Park & Ride	\$ 6,285.15		\$ -	\$ 15,000	\$ 15,000
Professional Services - Levy			\$ -	\$ 1,000	\$ 1,000
Professional Services - Dawson	\$ 90.00		\$ -	\$ 1,200	\$ 1,200
Audit Cost			\$ 2,318		\$ 2,318
Revenue Collection Fee			\$ 15,000		\$ 15,000
Airline Guarantees			\$ 600,000		\$ 600,000
Fees			\$ 150		\$ 150
Bank Fees			\$ 1,550		\$ 1,550
Donations			\$ 500		\$ 500
Ground Transportation	\$ 126,667.00		\$ 302,200	\$ 4,500	\$ 306,700
Denver Bus Service			\$ 45,500	\$ (2,750)	\$ 42,750
Advertising	\$ 2,763.30		\$ 5,000	\$ 3,000	\$ 8,000
Travel & Transportation	\$ 93.00		\$ 1,200		\$ 1,200
D&O Insurance	\$ 3,238.00		\$ 3,500		\$ 3,500
Meals & Lodging			\$ 3,500		\$ 3,500
Dues & Meetings	\$ 3,229.25		\$ 4,000		\$ 4,000
Repair & Maintenance - Vehicles	\$ 2,228.77		\$ 40,000	\$ 400	\$ 40,400
Fuel	\$ 16,840.16		\$ 62,300	\$ 700	\$ 63,000
Capital Costs			\$ 389,754	\$ (317,754)	\$ 72,000
Interest			\$ 5,000		\$ 5,000
Treasurer's Fees	\$ 1,868.37		\$ 16,000		\$ 16,000
Transfer to General Fund	\$ 4,376.00		\$ 26,256		\$ 26,256
Principle Payments			\$ 250,000		\$ 250,000
Total Expenses	\$ 202,313.52		\$ 1,924,828		\$ 1,630,124
Revenues Over (Under) Expenses	\$ (66,342.88)		\$ (89,719)		\$ (197,778)
Balance Remaining	\$ 255,868.12		\$ 230,281		\$ 124,433
Report shows posted revenues Januaray & expenditures through February					
Report prepared by Scott Truex with information from the County Finance department on April 6, 2010					

**RESOLUTION NO. 1
SERIES 2010**

A RESOLUTION AUTHORIZING THE BOARD CHAIRPERSON TO EXECUTE THE NECESSARY DOCUMENTS TO ESTABLISH A LINE OF CREDIT IN THE AMOUNT OF \$300,000 WITH THE COMMUNITY BANKS OF COLORADO ON BEHALF OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.

WHEREAS, the Gunnison Valley Transportation Authority (the Authority) is a validly existing body corporate and politic under and by virtue of the laws of the State of Colorado; and

WHEREAS, the Authority currently owns and operates five transit buses for the purpose of transporting the public; and

WHEREAS, the Authority has entered into contracts with certain airlines to obtain air service into the Gunnison/Crested Butte Regional Airport; and

WHEREAS, the contracts require payments beyond current fund balances; and

WHEREAS, the Authority finds that the most economical way to obtain funds to make the required payments is to obtain a line of credit using its buses as collateral; and

WHEREAS, the Authority has the statutory authority to request a line of credit.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY that the Board Chairperson, Jonathan Houck, is hereby authorized to sign and deliver such documents as are necessary to obtain a line of credit in the amount of \$300,000 at a maximum interest rate of 6.5% from the Community Banks of Colorado and use the five vehicles currently owned by the Authority as collateral against said line of credit.

INTRODUCED, READ AND ADOPTED THIS 9th DAY OF APRIL, 2009.

ATTEST:
AUTHORITY

GUNNISON VALLEY TRANSPORTATION

Leah Williams, Secretary
of the Board

By: _____
Jonathan Houck, Chairperson of

CERTIFICATION

I hereby certify that the above is a true and complete copy of Resolution No. 1, Series 2010 which was duly adopted by the Board of Directors at its regular meeting on April 9, 2010.

Leah Williams, Secretary

Park & Ride Expenses.

Categorical Exclusion Expenses: \$13,079.29
 TransitPlus Expenses \$ 3,417.08

 Total expenditures: \$16,496.37

Airport Survey

I will forward Dr. Mitchell's information to you when I receive it.

1st Quarter Bus Ridership

Ridership on the RTA Gunnison - Crested Butte Route								Riders	Bus Trips	Riders	Total
Year	Month	Riders	Bus Trips	Miles	Days	Riders per trip	Riders per day	Last Year	Last Year	Last Year	Riders Change
2010	January	15,050	644	21,888	31	23.37	485.5	15,829	684	23.14	(779)
2010	February	13,446	574	18,368	28	23.43	480.2	13,060	622	21.00	386
2010	March	12,853	630	20,160	31	20.40	414.6	12,434	682	18.23	419
Total		41,349	1,848	60,416	90	22.38	459.4	41,323	1,988	20.79	26

Saturday Night Riders

Gunnison Valley RTA Saturday Night Bus Service - 2010					
Riders per run					
	9:00 up	10:15 down	10:15 down off in CB South		WSC Students
Total	146	344	33		71
Average	7.7	18.1	1.7		5.9

Winter Riders by Time

Mountain Express					
RTA Riders by Time					
For Winter 2009 - 2010					
		Riders	%		
	Northbound	# of pax	per Bus	Full	
	6:45am	4,191	32.0	71%	Northbound buses were 73% full in the morning
	7:15am	4,192	32.0	71%	
	8:15am	4,153	31.7	70%	
	9:15am	4,082	31.2	69%	
	11:00am	4,983	38.0	85%	
	12:45pm	3,060	23.4	52%	Northbound buses were 30% full in the afternoon
	2:45pm	1,617	12.3	27%	
	4:00pm	1,248	9.5	21%	
	5:00pm	1,197	9.1	20%	
	7:00pm	1,392	10.6	24%	Northbound buses were 20% full in the evening
Saturdays	9:00pm	146	7.7	17%	
	Southbound				
	8:00am	879	6.7	15%	Southbound buses were 23% full in the morning
	8:30am	547	4.2	9%	
	10:15am	1,707	13.0	29%	
	12:00pm	2,224	17.0	38%	
	2:00pm	4,332	33.1	73%	Southbound buses were 69% full in the afternoon
	4:15pm	6,406	48.9	109%	
	4:45pm	3,523	26.9	60%	
	5:15pm	3,697	28.2	63%	
	6:15pm	2,353	18.0	40%	
	8:15pm	1,809	13.8	31%	Southbound buses were 35% full in the evening
Saturdays	10:15pm N	344	18.1	40%	
		58,082	21.9	49%	

2010 Bus Schedule

RTA FREE BUS Schedule – 2010

The bus runs a loop through the City of Gunnison before heading north on Hwy 135 to Crested Butte and Mt. Crested Butte.

The bus leaves the following stops no earlier than the times listed.

There may be delays due to weather.

April 5, 2010 – April 16, 2010

<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 POA Building Northbound to CB	Mt. CB Transit Center	Crested Butte 4 - Way Stop	CB South POA Building Southbound to Gunnison
6:45 AM 10:45 AM 3:45 PM	6:50 AM 10:50 AM 3:50 PM	6:55 AM 10:55 AM 3:55 PM	7:00 AM 11:00 AM 4:00 PM	7:20 AM 11:20 AM 4:20 PM	8:15 AM 12:15 PM 5:15 PM	8:20 AM 12:20 PM 5:20 PM	8:30 AM 12:30 PM 5:30 PM

April 17, 2010 – November 23, 2010

<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 POA Building Northbound to CB	Mt. CB Transit Center	Crested Butte 4 - Way Stop	CB South POA Building Southbound to Gunnison
6:45 AM 10:45 AM 4:00 PM	6:50 AM 10:50 AM 4:05 PM	6:55 AM 10:55 AM 4:10 PM	7:00 AM 11:00 AM 4:15 PM	7:20 AM 11:20 AM 4:35 PM	8:00 AM 12:15 PM 5:15 PM	8:05 AM 12:20 PM 5:20 PM	8:15 AM 12:30 PM 5:30 PM

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

STATEMENT OF RIGHTS

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

WINTER 2010 –2011



RTA **BUS** Schedule – Winter, 2010 - 2011

November 24, 2010 – April 3, 2011

The bus runs a loop through the City of Gunnison before heading north on Hwy 135 to Crested Butte and Mt. Crested Butte.

The bus leaves the following stops no earlier than the times listed.

There may be delays due to weather.

<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	Mt. CB Transit Center	Crested Butte 4 - Way Stop
6:45 AM 7:45 AM	6:50 AM 7:50 AM	6:55 AM 7:55 AM	7:00 AM 8:00 AM	8:00 AM 9:00 AM	8:05 AM 9:05 AM
10:45 AM	10:50 AM	10:55 AM	11:00 AM	12:00 PM	12:05 PM
2:45 PM 4:00 PM 7:00 PM	2:50 PM 4:05 PM 7:05 PM	2:55 PM 4:10 PM 7:10 PM	3:00 PM 4:15 PM 7:15 PM	4:15 PM 5:15 PM 8:15 PM	4:20 PM 5:20 PM 8:20 PM

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Gunnison Valley RTA Focus Groups – Business Leaders – March, 2010

On March 24th and 25th, 2010, the Gunnison Valley RTA held two focus groups of business leaders – one in each end of the valley. The participants were chosen by asking the Chamber directors from each end of the valley for names of potential participants. The goal was to have 8-10 participants. Each Chamber director gave the RTA suggestions. Jim Starr, Scott Truex, and Margot Levy met and selected people from those lists to invite in an attempt to get a well rounded group that would represent the various business sectors. These are the people that were invited (apologies for spelling):

Gunnison:

- Chris or Kelly Osness
- Selma Eastman
- Galen Houston
- JR Fullmer
- Mike Busse
- Anthony Poponi
- Marshall Taylor
- Perry Anderson
- Steve Williams
- Randy Phelps
- Eric Ferchau
- Paul Hower
- Mark Schumacher
- Jim Loken
- Jason Swenson
- Jerrie Ladato
- Jay Helman / Gary Pierson
- Ashley Burt / Chad Zumach
- Chris Klein
- Sarah Sanders
- Jeff Boril

Crested Butte:

- Eric Roemer
- Peter Maxwell
- Oz / GJ from Flatiron Sports
- Jeff Buehler / Marla Covey
- Andrea Greene
- Kyleena Graceffa
- Scott Hargrove
- Bill Lacy
- Al Smith
- Wanda Bearth
- Steve Bunt
- Sara Morgan / Tyler Newman
- Mike Nolan
- Betsy Heartfield
- Gordon Reeves
- Allen Cox

The focus groups were facilitated by Margot Levy and her summary of the main points follows:

Opinions about Funding:

- Shift some TA money to the RTA (CB)
- Ask the Towns for money (CB)
- WSC help via fee (CB)
- A resort fee added on to lodging and other prices (CB)
- Fresh Air – asking businesses to donate (CB)
- Shift Mt. CB Admissions tax money (CB)
- Provide better lift ticket prices to lodging for packages (CB)
- Convince CBMR to work with other lodging to help fill air seats (CB)
- Seems that it has to be a CBMR package with their own lodging (G)
- Down valley benefits have continued to slide (G)
- We're losing our workers and paying to subsidize CBMR (G)

- College needs air service so don't feel isolated, but doesn't have to be direct flights (G)
- "The ski area owns the airlines, the mountain, the hotels, restaurants, everything" (G)
- Inability to compete as a tourist destination means numbers down regardless of what we do with air service (G)
- CBMR is trying to get us to help them with their bad business plan (G)
- CBMR isn't being a good team player (G)

Opinions about the Tax Proposals:

- Desire to see both ends of the valley equal in tax rate (CB)
- Charge for ground service, increase the tax a little and spend more on air than on ground (CB)
- We just took a hit for the school district tax (CB)
- We charge 12% tax already (G)
- Will a tax increase improve our ability to bring in people? What is the ROI? (G)

Final Words of Advice for the RTA:

- At 54% load, it will be difficult to justify increased tax to subsidize growth of a struggling air program. (G)
- Recognize the big picture needs of the county and facilitate or influence change that will enable expanded job growth and overall tourist activity. (G)
- There is a lot of down-valley confusion / ignorance about the impact of the RTA air program. Does it work? What are the impacts to me and my business? Why would more money for the RTA mean more money for the valley? (G)
- I feel the views shared today are reflective of the community. We do not feel that the time is right to increase taxes without a clear understanding of the return to the community. (G)
- Charge for the buses – maybe not \$2, but something. Add a sales tax that would only pertain to the tourists, not residents. We are taxed enough. (CB)
- Focus on air, not bus (CB)
- Spend less on ground and more on air. Charge for ground and increase the RTA tax. Work on PR with Gunnison. Plow Kebler Pass (CB)
- Continue to win the public's support with the ground service while making it clear that a fee is justified to make it work. Win the vote on a tax increase by reminding that we won't survive without air service. (CB)
- Thank you for all your hard work! I think the RTA Air and ground programs are both important to the whole valley. Ask Mt. CB for some of the 4% admissions tax. (CB)
- Encourage CBMR to develop discounted lift tickets plan that other lodging entities can participate in...CBMR and the RTA should view lodging companies in the county as an additional marketing "arm." Let us help fill those plane seats. Give us (lodging companies) a competitively priced ticket in order to create an attractive package. (CB)
- Need to keep working on air solutions so doing the right direction. Work closely with TA to share – market together?? Charge for ground? A token amount but make it easy. (CB)

Also, there were a few questions posed to the groups and these were the results:

How important is RTA air to your business/customers?

	Gunnison	CB/Mt.CB
Very Important	1	7
Somewhat Important	3	0
Not very Important	1	0
Not at All Important	1	0

Tax Votes:

1. Would you vote to raise the tax to 1% everywhere?

	Gunnison	CB/Mt.CB
Yes	0	5
No	6	1

2. Will 1% pass?

Yes	0	3
No	6	4

3. Would you vote to equalize at .6% everywhere?

Yes	0	7
No	6	0

4. Will .6% pass?

Yes	0	3
No	6	4