



Meeting Notice

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

**February 17, 2023 at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.**

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.org/meetings or call Scott Truex at 970-275-0111.

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

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.



AGENDA – FEBRUARY 17, 2023
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS’ ROOM – 8:00 A.M

8:00 A. INTRODUCTION

CONSENT AGENDA – motion & decision requested to approve the consent agenda

B. ADOPTION OF THE AGENDA

C. APPROVAL OF JANUARY 6, 2023 MEETING MINUTES

D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT

E. CORRESPONDENCE

1) Letter of support for Town of Crested Butte grant application

F. OLD BUSINESS

2) Air program reports

3) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued

3) Airport update – Rick Lamport

4) Tourism and Prosperity Partnership report – John Norton

5) Bus service update – Scott Truex, Jon Galle & Tasha Cifuentes

6) Update on Bus Purchase – Scott Truex

7) 2022-23 winter air service update – Bill Tomcich

8) Airport survey – winter 22-23 – update – Bill Tomcich & Leia Morrison

9) Bus Storage Facility Construction update – Scott Truex & Leia Morrison

8:35 G. PUBLIC COMMENT PERIOD

8:40 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:45 I. NEW BUSINESS

1) Authorization of Board Chair to sign letters of support for:

i. A second daily CDOT Bustang–Outrider bus between Crested Butte / Gunnison and Denver

ii. Mountain Express grant application

iii. Gunnison County grant application

Motion and decision requested

2) Resolution Number 1, Series 2023 - A RESOLUTION OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY AMENDING THE POLICY FOR ELECTRONIC PARTICIPATION DURING BOARD MEETINGS – Scott Truex – ***motion and decision requested***

- 3) Air Command committee appointment to replace Roland Mason – ***motion and decision requested***
- 4) Request for return of fully refundable deposit from Fading West Development, LLC – Scott Truex –***motion and decision requested***
- 5) Resolution Number 2, Series 2023 – A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY – ***motion and decision requested***
- 6) Authorization of Board Chair to sign a contract for the purchase of two housing units at the Lazy K parcel in Gunnison – Scott Truex – discussion and ***motion and decision requested***
- 7) Adoption of GVRTA Gunnison Transit Center Analysis, Criteria, and Preferred Location – Scott Truex – discussion and ***motion and decision requested***
- 8) Approval of Spring, Summer, & Fall bus schedule – Scott Truex – ***motion and decision requested***
- 9) Comments to Gunnison County regarding the Wildflower at CB subdivision land use application – Scott Truex – ***motion and decision requested***
- 10) Capital purchases – Scott Truex, Leia Morrison, and Danny Bartelli – discussion and ***possible motions requested***
 - i. Tire Changing Equipment - ordered
 - ii. Bus lifts - ordered
 - iii. Bus stop shelter installations – update and discussion
 - iv. Aprons at Gunnison maintenance facility – update and discussion
 - v. Garage door tune-ups – update and discussion
- 11) Discussion regarding the 2023-2024 Airplanners, LLC consulting agreement and potential conflicts of interest due to Airplanners’ relationship with the Montrose airport.

9:55 J. ADJOURNMENT OF REGULAR MEETING

Next Meeting – March 24, 2023 at 8:00 a.m. in the Crested Butte Council Chambers

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

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

January 6, 2023

Crested Bute Town Council Chambers

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:06 am

Board members in attendance: Janet Farmer, Boe Freeburn, Jason MacMillan, Roland Mason, Steve Morris, Liz Smith, Anna Fenerty

Also present: Scott Truex, Leia Morrison, Bill Tomcich, Jon Galle, Jeff Moffett, Rick Lamport, Andrew Sandstrom (ZOOM), Cindy Barbour (ZOOM), and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF PREVIOUS MEETING MINUTES

- 1) Approval of November 4, 2022, meeting minutes

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

- 1) Air program reports
- 2) Bus program reports

G. NEW BUSINESS

- 1) Ratification of the THIRD AMENDMENT TO CITY OF GUNNISON MASTER DEED RESTRICTION as pertains to the GVRTA Five Plex located on Lot 5 of the Lazy K subdivision

- 2) Memo regarding the use of GVRTA funds for park improvements

Boe Freeburn ***moved to approve the consent agenda*** as presented. Liz Smith seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3) Airport Update - Rick Lamport

Rick Lamport reported on the recent delays and cancellations due to weather and the updates to the airport's new construction.

4) Tourism and Prosperity Partnership Association Report - Andrew Sandstrom

Andrew Sandstrom reported that TAPP is currently marketing to our defined target audiences.

5) Bus service update - Scott Truex

Scott Truex reported that nine of the last ten months had record numbers for ridership. We moved 1980 people on New Year's Eve. With the chains, aggressive tires, and the new

suspension system, the buses are not having any issues climbing the hill. There are currently two drivers in the five-plex and a third moving in next week. By next month all units are expected to be full. The city of Gunnison initiated the removal of the deed restriction on the townhomes. The Fading West five-plex project should be completed by next fall. Scott Truex reported that there have been staffing issues with the senior transportation program and discussed the possibility of using one or two of our units for senior service staff. Senior Transportation received a Toyota Sienna that is now in circulation and has been wrapped. Scott Truex has also been working with City and County planners on HWY 135 and HWY 50 access plans. We are also working on the concrete aprons at the maintenance facility in Gunnison. The RTA will test an electric bus on our route (Sunday, February 12th). Drivers request a bathroom at the Teller stop and a shield to be installed in all new buses. Boe Freeburn said there was a bad smell at the Mochas bus stop and reported garbage overflowing at several stops. The RTA was one busload short of ¼ million passengers in 2022. The RTA and Alpine Express are working to improve the alert system on the app.

7) Air Command Report - Scott Truex

All major Air Command topics will be discussed further at this meeting.

9) 2022-2023 Winter Air Service - Bill Tomchich

Bill reported that Houston and Denver service has done very well this season. Dallas was down on American. JSX introduced the service in November, and they will be providing us with reports and advanced booking data. The bookings are pretty soft this season. Enplanements have been around 51,000. A discussion of the current cancellations and delays ensued. J

10) Bus Storage Facility Construction - Scott Truex & Leia Morrison

Scott Truex reported that the interior is currently being worked on. We are scheduled to be able to use the facility in March, and buses will arrive in April.

G. PUBLIC COMMENT PERIOD

No one here for public comment

H. COMMENTS FROM BOARD MEMBERS AND STAFF

Anna Fenerty questioned what “transportation system” means, and a discussion ensued. There was also discussion on the ability to speak to the emissions we create and save from our CNG bus system.

The board recognized Roland Mason’s 17 years of service on the RTA.

The board discussed and agreed to move the next meeting to February 17th.

New Business

1) Election of officers of the GVRTA for 2023

Jason MacMillan **moved to appoint the a slate with Janet Farmer serving as Chair, Jim Miles as Vice Chair, Jason MacMillan as Treasurer, and Liz Smith as Secretary.**

Steve Morris seconded the motion, which passed unanimously.

2) Airport survey – winter 22-23 – update – Bill Tomcich & Leia Morrison

The survey is underway right now. There have been challenges because of recent flight disruptions and JSX's alternative business model.

Air Planners update - Bill Tomcich

Bill Tomcich updated the board on his plan to bring on additional help with the addition of Matt Skinner, who has been highly involved in Colorado's western slope air service and corresponding support programs over the past twenty years. Bill will be exclusively focused on the air programming plan in Gunnison, and Matt will continue to be in charge of Montrose/Telluride with no overlap. Scott Truex shared with the board that he believes this will be of benefit to the valley and to the RTA.

3) Discussion regarding the possibility of allowing limited board member attendance of board meetings via Zoom.

The board discussed the pros and cons of this allowance. Scott Truex recommended that the board allow for a policy that allows for this to occur a couple of times a year. Scott Truex will talk to Kathleen Fogo about drafting this policy.

The meeting adjourned at 9:13 am

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on January 6, 2023.

Elizabeth K. Smith, Secretary



December, 2022 - Financial Report:

This report was prepared for the GVRTA Board of Directors on February 8, 2023 with information provided by the County Finance Department and shows posted revenues through December, 2022 and expenditures through December, 2022.

Sales Tax Revenues:



Gunnison Valley Transportation Authority Sales Tax Revenues								
Month	2019	2020	2021	Budget 2022	Actual 2022	% vs Budget	% Change 21-22	Projected 2022
Jan	\$ 268,551	\$ 313,013	\$ 365,491	\$ 367,000	\$ 445,738.68	21.5%	22.0%	\$ 445,739
Feb	\$ 260,830	\$ 315,712	\$ 392,187	\$ 368,000	\$ 464,948.54	26.3%	18.6%	\$ 464,948
Mar	\$ 288,248	\$ 245,671	\$ 460,733	\$ 425,000	\$ 559,797.80	31.7%	21.5%	\$ 559,798
April	\$ 209,259	\$ 205,492	\$ 310,227	\$ 295,000	\$ 332,943.86	12.9%	7.3%	\$ 332,944
May	\$ 226,656	\$ 233,927	\$ 347,074	\$ 330,000	\$ 386,830.03	17.2%	11.5%	\$ 386,830
June	\$ 356,093	\$ 373,164	\$ 539,591	\$ 514,000	\$ 591,654.53	15.1%	9.6%	\$ 591,654
July	\$ 496,362	\$ 509,375	\$ 635,020	\$ 656,000	\$ 694,820.61	5.9%	9.4%	\$ 694,821
Aug	\$ 433,103	\$ 464,055	\$ 555,011	\$ 567,000	\$ 630,917.76	11.3%	13.7%	\$ 630,918
Sept	\$ 385,137	\$ 472,333	\$ 546,497	\$ 581,000	\$ 576,403.96	-0.8%	5.5%	\$ 576,404
Oct	\$ 295,453	\$ 364,890	\$ 412,742	\$ 394,000	\$ 431,653.90	9.6%	4.6%	\$ 431,654
Nov	\$ 249,916	\$ 296,457	\$ 359,587	\$ 333,000	\$ 381,165.47	14.5%	6.0%	\$ 381,165
Dec	\$ 386,581	\$ 426,868	\$ 487,011	\$ 492,000	\$ 515,926.75	4.9%	5.9%	\$ 515,927
Year-to-date	\$ 3,856,189	\$ 4,220,957	\$ 5,411,171	\$ 5,322,000	\$ 6,012,801.89	13.0%	11.1%	
Full Year	\$ 3,856,189	\$ 4,220,957	\$ 5,411,171	\$ 5,322,000		13.0%	11.1%	\$ 6,012,802

Gunnison Valley Transportation Authority Financial Report - December, 2022 - Preliminary					
	YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected
Distribution of Sales Tax Revenues among GVRTA funds	\$ 6,012,801.89	\$ 5,322,000	\$ 5,913,489	\$ 99,313	\$ 6,012,802
(Future months are projected flat to 2021)					
Sales Tax to General Fund	\$ 1,612,801.89	\$ 1,522,000	\$ 1,513,489	\$ 99,313	\$ 1,612,802
Sales Tax to Capital Fund	\$ 3,750,000.00	\$ 2,200,000	\$ 3,750,000	\$ -	\$ 3,750,000
Sales Tax to Air Command Fund	\$ 250,000.00	\$ 1,200,000	\$ 250,000	\$ -	\$ 250,000
Sales Tax to Senior Transportation Fund	\$ 400,000.00	\$ 400,000	\$ 400,000	\$ -	\$ 400,000
	\$ 6,012,801.89	\$ 5,322,000	\$ 5,913,489	\$ 99,313	\$ 6,012,802



GVRTA Fund Reports:

GVRTA General Fund Financial Report - December, 2022 - Preliminary	YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected
Beginning Fund Balance	\$ 2,890,613	\$ 2,612,731	\$ 2,890,613	\$ -	\$ 2,890,613
Revenues					
Sales Tax Revenues	\$ 1,612,801.89	\$ 1,522,000	\$ 1,513,489	\$ 99,313	\$ 1,612,802
Sales Tax - Clerk	\$ 39,626.32	\$ 25,000	\$ 34,000	\$ 5,262	\$ 39,262
Interest Charges	\$ 1,695.21	\$ 3,000	\$ 2,000	\$ 706	\$ 2,706
Other Fines	\$ 13,156.07	\$ 6,000	\$ 14,000	\$ 2,772	\$ 16,772
Rental Income	\$ 32,668.87	\$ 26,400	\$ 32,000	\$ 669	\$ 32,669
Refund of Expenditures	\$ -	\$ -	\$ 47,183	\$ (47,183)	\$ -
Earnings on Investments	\$ (168,438.09)	\$ 25,000	\$ (189,000)	\$ 20,562	\$ (168,438)
5311 A & O FTA 5311 Admin. & Operating Grant	\$ 356,863.00	\$ 242,618	\$ 356,863	\$ -	\$ 356,863
Total Revenues	\$ 1,888,373.27	\$ 1,850,018	\$ 1,810,535	\$ 82,101	\$ 1,892,636
Expenditures:					
Postage	\$ 74.00	\$ 100	\$ 100	\$ (26)	\$ 74
Photocopies	\$ -	\$ 100	\$ -	\$ -	\$ -
Supplies & Equipment Under \$4,000	\$ 1,202.92	\$ 4,000	\$ 4,000	\$ (2,797)	\$ 1,203
Building Repair and Maintenance	\$ 24,613.87	\$ 30,000	\$ 30,000	\$ (5,386)	\$ 24,614
Travel - Transportation	\$ 639.20	\$ 8,000	\$ 1,500	\$ (861)	\$ 639
Travel - Meals	\$ 262.80	\$ 6,000	\$ 1,500	\$ (1,237)	\$ 263
Travel - Lodging	\$ 2,227.12	\$ 6,000	\$ 3,000	\$ (773)	\$ 2,227
Legal Services	\$ 5,868.01	\$ 8,000	\$ 8,000	\$ (2,132)	\$ 5,868
Contracted Temporary Help - Marcy & RAE	\$ 750.00	\$ 12,000	\$ 12,000	\$ (11,250)	\$ 750
Contract Svcs - Social Firekeeper, GPS, Bus Stops	\$ 56,517.95	\$ 60,000	\$ 56,000	\$ 518	\$ 56,518
Management Services - TMS	\$ 90,000.00	\$ 90,000	\$ 90,000	\$ -	\$ 90,000
Meetings - Registrations	\$ 750.00	\$ 2,000	\$ 750	\$ -	\$ 750
State Fees	\$ 25,824.18	\$ 34,000	\$ 34,000	\$ (2,979)	\$ 31,021
Treasurer's Fees	\$ 74,399.91	\$ 50,000	\$ 67,000	\$ 7,400	\$ 74,400
Late Night Taxi Donation	\$ 30,000.00	\$ -	\$ 30,000	\$ -	\$ 30,000
Advertising, Notices, Public Outreach & Website	\$ 9,006.65	\$ 20,000	\$ 12,000	\$ (2,993)	\$ 9,007
Dues & Memberships	\$ 6,521.95	\$ 14,000	\$ 10,000	\$ (3,478)	\$ 6,522
Auditing	\$ 8,014.00	\$ 7,600	\$ 8,014	\$ -	\$ 8,014
Insurance & Bonds	\$ 10,974.28	\$ 11,500	\$ 14,000	\$ (3,026)	\$ 10,974
Utilities	\$ -	\$ -	\$ 2,000	\$ (2,000)	\$ -
Investment Commissions/Fees	\$ -	\$ 100	\$ 100	\$ (100)	\$ -
Transfer to County General Fund	\$ 11,700.00	\$ 11,700	\$ 11,700	\$ -	\$ 11,700
5311 - A Management Services - TMS	\$ 90,000.00	\$ 90,000	\$ 90,000	\$ -	\$ 90,000
5311 - O Diesel Fuel	\$ 99,389.01	\$ 80,000	\$ 110,000	\$ (11,598)	\$ 98,402
5311 - O CNG Fuel	\$ 210,256.15	\$ 225,000	\$ 260,000	\$ (49,744)	\$ 210,256
5311 - O Repair & Maintenance - Vehicles	\$ 501,460.08	\$ 270,000	\$ 450,000	\$ 51,460	\$ 501,460
5311 - O Purchased Transportation Services	\$ 1,946,251.86	\$ 1,920,000	\$ 1,980,000	\$ (33,748)	\$ 1,946,252
Total Expenditures	\$ 3,206,703.94	\$ 2,960,100	\$ 3,285,664	\$ (74,750)	\$ 3,210,914
Ending General Fund Balance	\$ 1,572,282	\$ 1,502,649	\$ 1,415,484	\$ 156,851	\$ 1,572,335
Report shows posted revenues through December and expenditures through December.					
Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.					

GVRTA Fund Reports:

 GVRTA Capital Reserve Fund Financial Report - December, 2022 - Preliminary		YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected
Beginning Fund Balance		\$ 249,948	\$ 249,948	\$ 249,948	\$ -	\$ 249,948
Revenues:						
Sales Tax Revenues		\$ 3,750,000.00	\$ 2,200,000	\$ 3,750,000	\$ -	\$ 3,750,000
SB 267 State Capital Grant (facility)		\$ 1,415,202.08	\$ 1,530,000	\$ 2,136,439	\$ -	\$ 2,136,439
5339 - c Federal Capital Grant (bus)		\$ -	\$ -	\$ -	\$ -	\$ -
Total Revenues		\$ 5,165,202.08	\$ 3,730,000	\$ 5,886,439	\$ -	\$ 5,886,439
Expenditures:						
5339 - c Bus Purchase		\$ -	\$ -	\$ -	\$ -	\$ -
SB 267 Facility Design and Construction		\$ 2,418,789.71	\$ 2,000,000	\$ 2,460,000	\$ (66,775)	\$ 2,393,225
Housing Purchase		\$ 1,001,762.26	\$ 1,600,000	\$ 1,001,762	\$ 2,017	\$ 1,003,779
Capital Improvements		\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditures		\$ 3,420,551.97	\$ 3,600,000	\$ 3,461,762	\$ (64,758)	\$ 3,397,004
Ending Fund Balance		\$ 1,994,598	\$ 379,948	\$ 2,674,625	\$ 64,758	\$ 2,739,383
Report shows posted revenues through December and expenditures through December.						
Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.						
 GVRTA Air Command Fund Financial Report - December, 2022 - Preliminary		YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected
Beginning Fund Balance		\$ 2,488,213	\$ 2,485,713	\$ 2,488,213	\$ -	\$ 2,488,213
Revenues:						
Sales Tax Revenues		\$ 250,000.00	\$ 1,200,000	\$ 250,000	\$ -	\$ 250,000
SCASD Grant		\$ -	\$ 200,000	\$ -	\$ -	\$ -
Total Revenues		\$ 250,000.00	\$ 1,400,000	\$ 250,000	\$ -	\$ 250,000
Expenditures:						
Airline Guarantees Winter 21-22 & JSX 22-23(Austin)		\$ 351,236.00	\$ 740,380	\$ 351,236	\$ -	\$ 351,236
Professional Services -Airplanners & RRC		\$ 111,123.08	\$ 90,000	\$ 112,000	\$ (877)	\$ 111,123
Contract with Airport for Airline Mechanic		\$ 36,000.00	\$ 32,000	\$ 36,000	\$ -	\$ 36,000
Airline Guarantees - Summer JSX (Dallas)		\$ 90,000.00	\$ 700,000	\$ 90,000	\$ -	\$ 90,000
Total Expenditures		\$ 588,359.08	\$ 1,562,380	\$ 589,236	\$ (877)	\$ 588,359
Ending Fund Balance		\$ 2,149,854	\$ 2,323,333	\$ 2,148,977	\$ 877	\$ 2,149,854
Report shows posted revenues through December and expenditures through December.						
Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.						
 GVRTA Senior Transportation Fund Financial Report - December, 2022 - Preliminary		YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected
Beginning Fund Balance		\$ 334,510	\$ 329,386	\$ 334,510	\$ -	\$ 334,510
Revenues:						
Sales Tax Revenues		\$ 400,000.00	\$ 400,000	\$ 400,000	\$ -	\$ 400,000
Total Revenues		\$ 400,000.00	\$ 400,000	\$ 400,000	\$ -	\$ 400,000
Expenditures:						
Capital Expenses		\$ 76,518.00	\$ 70,000	\$ 77,500	\$ (982)	\$ 76,518
Contracted Services		\$ 286,729.92	\$ 360,000	\$ 290,000	\$ (3,270)	\$ 286,730
Total Expenditures		\$ 363,247.92	\$ 430,000	\$ 367,500	\$ (4,252)	\$ 363,248
Ending Fund Balance		\$ 371,262	\$ 299,386	\$ 367,010	\$ 4,252	\$ 371,262
Report shows posted revenues through December and expenditures through December.						
Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.						

Summary of all Funds

 GVRTA Total Revenues and Expenditures Financial Report - December, 2022 - Preliminary		YTD Actual	2022 Original Budget	2022 Revised Budget	Additional Revisions	2022 Projected	
Beginning Fund Balance		\$ 5,963,284	\$ 5,677,778	\$ 5,963,284	\$ -	\$ 5,963,284	
Revenues:		\$ 7,703,575	\$ 7,380,018	\$ 8,346,974	\$ 82,101	\$ 8,429,075	
Expenditures:		\$ 7,578,863	\$ 8,552,480	\$ 7,704,162	\$ (144,637)	\$ 7,559,525	
Ending Fund Balance		\$ 6,087,996	\$ 4,505,316	\$ 6,606,096	\$ 226,738	\$ 6,832,834	
Report shows posted revenues through December and expenditures through December. Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.							
 GVRTA Summary of all Funds Financial Report - December, 2022 - Preliminary		2022 Actual Beginning Balance	YTD Current Balances	2022 Original Budget Ending Balance	2022 Revised Budget Ending Balance	Additional Revisions	2022 Projected Ending Balance
Fund Balances							
Unrestricted General Fund Balance		\$ 2,890,613	\$ 1,572,282	\$ 1,502,649	\$ 1,415,484	\$ 156,851	\$ 1,572,335
Capital Reserve Fund Balance		\$ 249,948	\$ 1,994,598	\$ 379,948	\$ 2,674,625	\$ 64,758	\$ 2,739,383
Air Command Fund Balance		\$ 2,488,213	\$ 2,149,854	\$ 2,323,333	\$ 2,148,977	\$ 877	\$ 2,149,854
Senior Transportation Fund Balance		\$ 334,510	\$ 371,262	\$ 299,386	\$ 367,010	\$ 4,252	\$ 371,262
Total Fund Balance		\$ 5,963,284	\$ 6,087,996	\$ 4,505,316	\$ 6,606,096	\$ 226,738	\$ 6,832,834
Report shows posted revenues through December and expenditures through December. Report prepared by Scott Truex with information from the County Finance department on February 8, 2023.							



January 24, 2023

Kathryn Grosscup, Manager, Tax Credits
Colorado Housing and Finance Authority
1981 Blake Street
Denver, CO 80202

RE: Support Mineral Point Affordable Rental
Housing in Crested Butte

Dear Kathryn:

This is a letter of support for the proposed new construction of affordable rental housing units in Crested Butte, Colorado. The Gunnison Valley RTA (GVRTA) is highly impacted by the lack of reasonably priced employee housing in the valley... so much so that we have actually purchased a deed restricted five-plex in Gunnison for employees who work on the GVRTA regional commuter bus service. While this was a good start for us, we and others need many more rental housing units for employees in order to be successful.

Specifically, the GVRTA supports building affordable rental housing at Sixth and Butte in Crested Butte. This project will provide housing that is responsive to local wages at a transit served location. This type of housing is needed so that local employers can attract and retain the employees that are the backbone of our community. Additionally, the proposed development site is within a few blocks of the town's transit center, where residents can have easy access to local transit service provided by Mountain Express to get to Mt. Crested Butte, CDOT's Bustang – Outrider daily service to Pueblo and Denver, and the regional transit services provided by the GVRTA.

The proposed project would be a win-win for the community and an excellent response to the dire need for housing in our valley. It will also provide housing in a central location where residents could live car-free by taking advantage of the high level of transit service to get around our valley and our state.

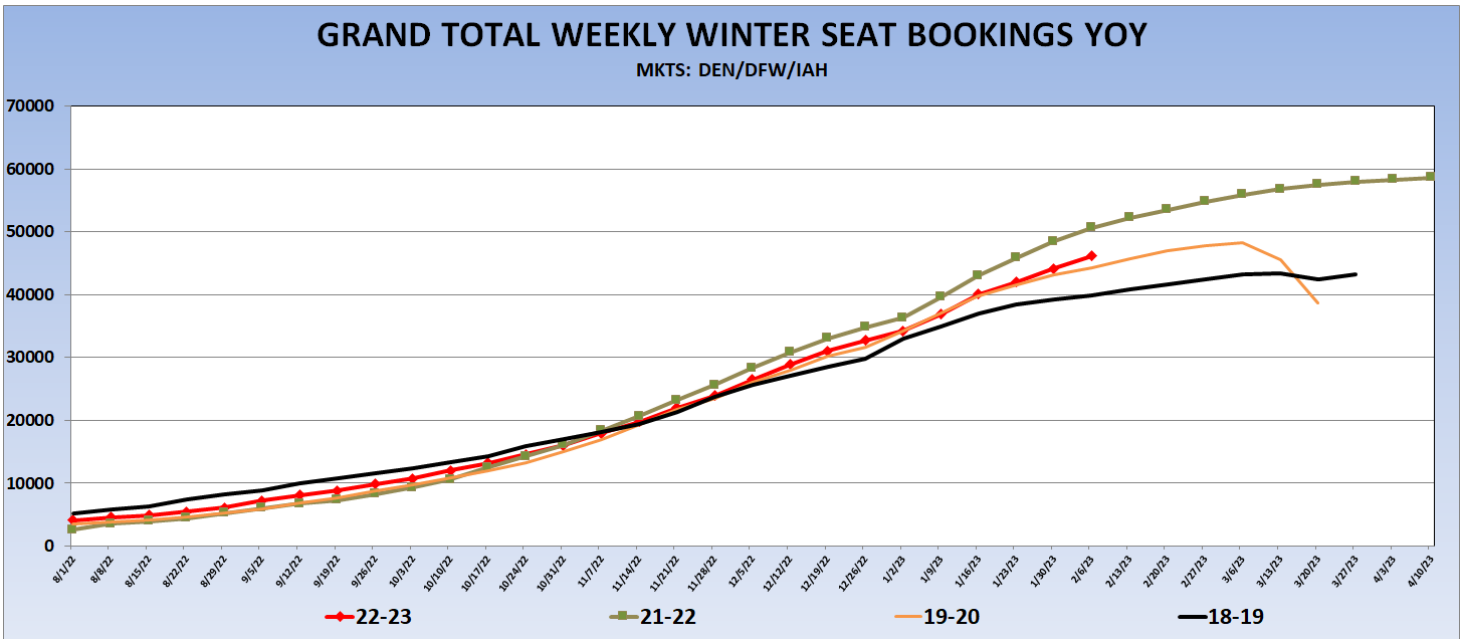
We are excited to see Town of Crested Butte partner with TWG Development to bring public and private resources to make this housing possible. Please support their application for 9% LIHTC. I am available at struex@gunnisonvalleyrta.org or 970-276-0111 if you have any questions.

Sincerely,

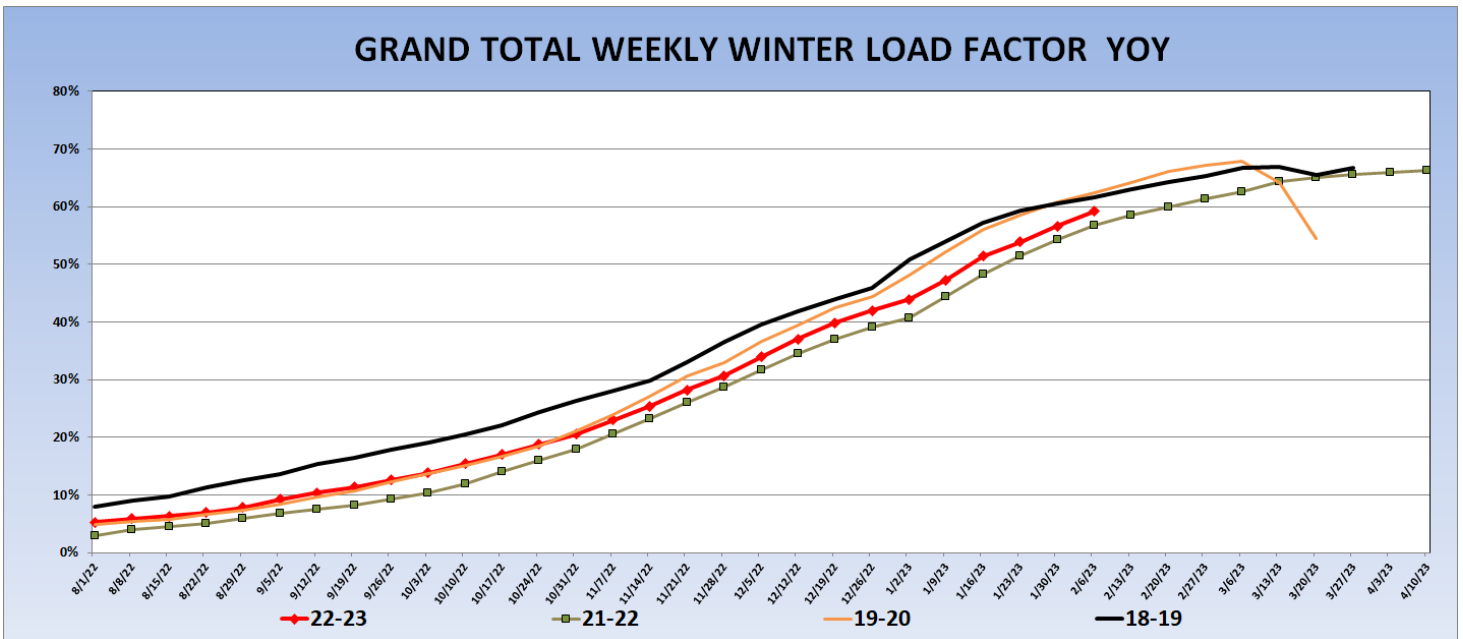
Scott Truex,
Executive Director
Gunnison Valley RTA

Air Program Reports – Winter, 22–23 as of 2/6/2023:

All Flights – Total Seats Sold vs three of the last four years (excluding 20-21):

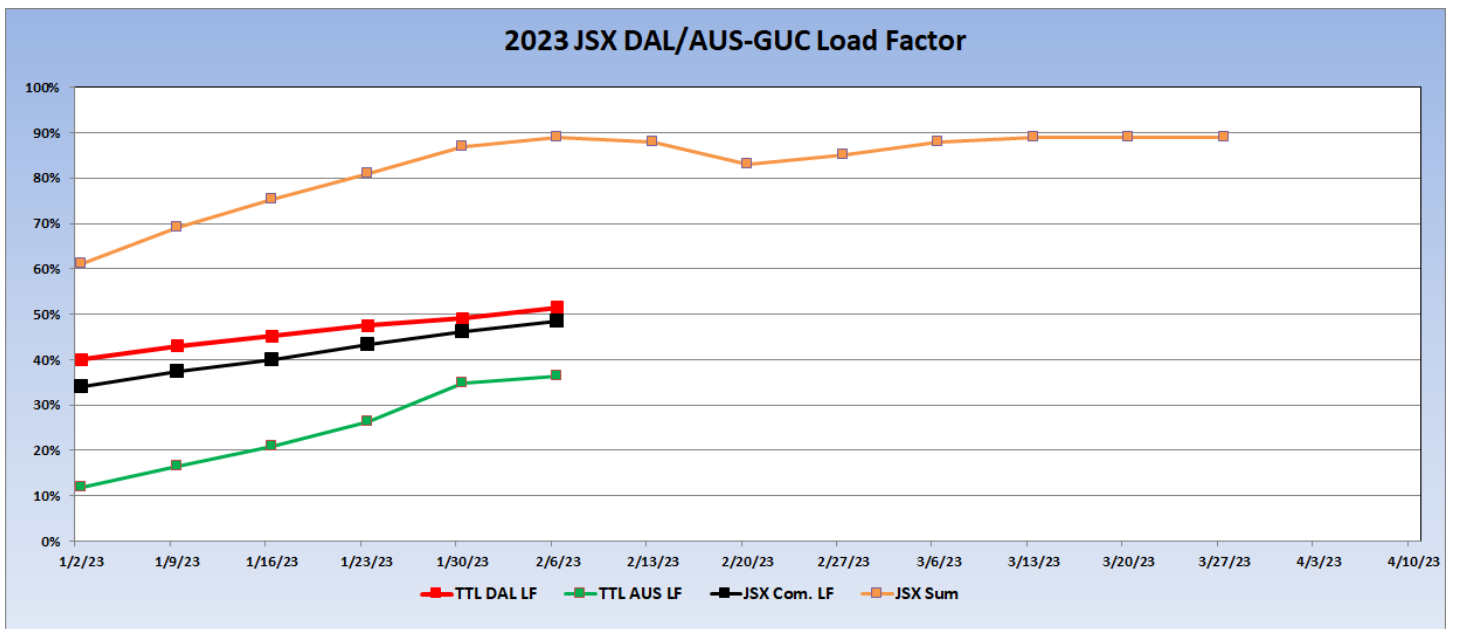
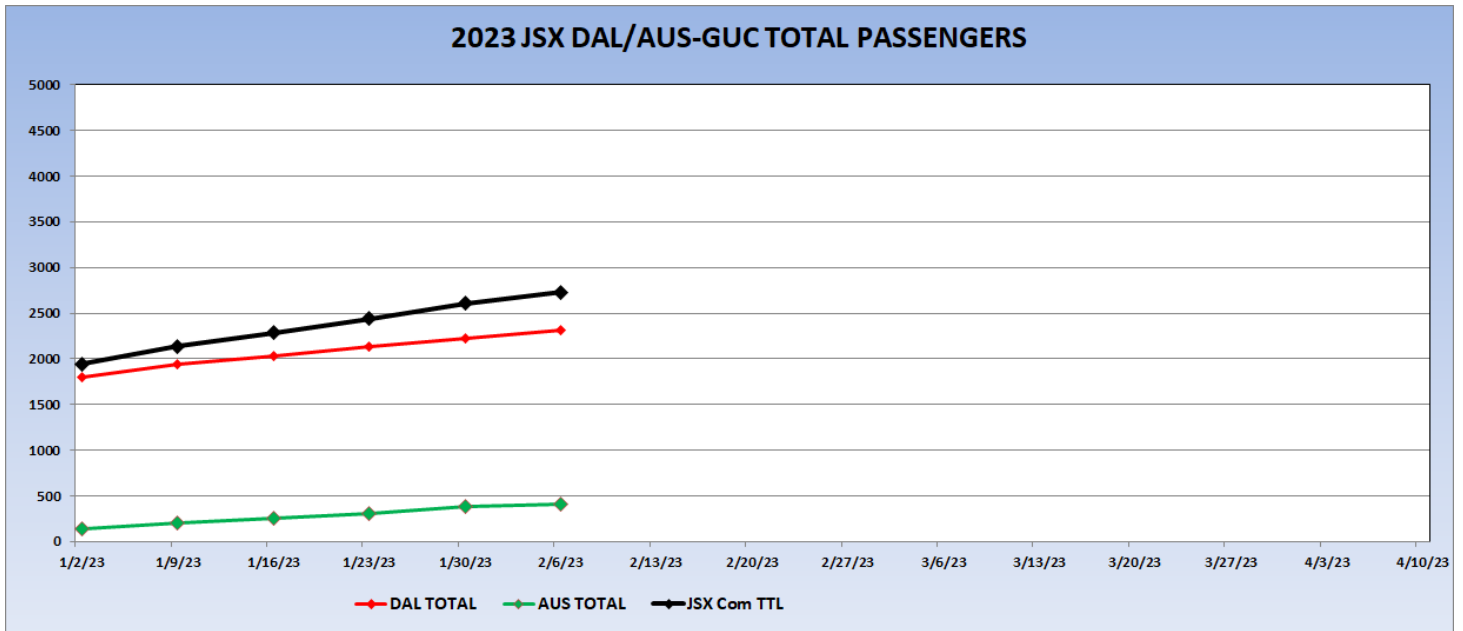


All Flights – Total Load Factor vs three of the last four years (excluding 20-21):



Air Program Reports – Winter, 22–23 as of 2/6/2023:

JSX Report:



Bus program reports – January, 2023

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2023								2023 Overcrowding		2022			YOY	
Month	Riders	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders Refused Boarding	Times Refused	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	40,983	2,123	2,443	70,910	31	19.3	1,322.0	276	18	26,533	12.3	855.9	14,450	54.5%
Total	40,983	2,123	2,443	70,910	31	19.3	1,322.0	276	18	26,533	12.3	855.9	14,450	54.5%

Passengers by Stop – Winter, 2022 - 2023:

2022-2023 Winter RTA Bus Boardings by Bus Stop															Northbound					Total Northbound Passengers
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	Riverland	Brush Creek	Riverbend	CB 4-Way	Total Northbound Passengers
November	8	80	61	277	330	309	226	205	312	335	80	63	135	433	100	14	23	28	144	3,055
December	31	1,016	502	1,890	1,858	2,323	2,748	1,572	1,691	1,964	558	562	999	2,197	547	75	97	87	900	21,039
January	31	1,280	807	2,044	2,007	2,430	2,750	1,724	1,759	2,365	465	677	1,100	1,662	526	112	75	131	1,143	22,531
Total	70	2,376	1,370	4,211	4,195	5,062	5,724	3,501	3,762	4,664	1,103	1,302	2,234	4,292	1,173	201	195	246	2,187	46,625

2022-2023 Winter RTA Bus Boardings by Bus Stop													Southbound			Total Southbound Passengers
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total Southbound Passengers			
November	8	1,459	876	14	18	21	125	393	78	3	88	31	2,713			
December	31	10,309	5,339	81	110	91	600	1,882	355	35	374	332	17,626			
January	31	11,064	5,274	225	103	85	577	1,923	497	32	325	270	18,452			
Total	70	####	####	320	231	197	1,302	4,198	930	70	787	633	38,791			

CB South Ridership Winter 2022-23						
Month	# of days	Riders	Last Year Riders	Change	22-23 CB South Pass. / Per Day	22-23 Pass. / 1-Way Bus Trip
November	8	1,051	581	470	131	2
December	31	5,226	4,596	630	169	3
January	31	4,688	3,397	1,291	151	3
Total	70	####	8,574	2,391	157	2.61

Passenger Boardings by Time – Winter, 2022 - 2023:

Gunnison Valley RTA Passengers by Time - Winter 2022-23								Average Riders per Bus - Winter 2022-23							
Northbound								Northbound							
Departing Rec. Center	Nov	Dec	Jan	Feb	March	April	Total	Nov	Dec	Jan	Feb	March	April	Total	
5:26 AM	103	820	955				1,878	5:26 AM	12.9	26.5	30.8			26.8	
5:56 AM	66	371	453				890	5:56 AM	8.3	12.0	14.6			12.7	
6:26 AM Express	115	676	705				1,496	6:26 AM	14.4	21.8	22.7			21.4	
6:41 AM	61	575	653				1,289	6:41 AM	7.6	18.5	21.1			18.4	
6:56 AM Express	159	1310	1242				2,711	6:56 AM	19.9	42.3	40.1			38.7	
7:11 AM	112	879	1080				2,071	7:11 AM	14.0	28.4	34.8			29.6	
7:26 AM Express	183	1362	1388				2,933	7:26 AM	22.9	43.9	44.8			41.9	
7:56 AM	209	1054	1199				2,462	7:56 AM	26.1	34.0	38.7			35.2	
8:26 AM Express	136	828	1110				2,074	8:26 AM	17.0	26.7	35.8			29.6	
8:41 AM	88	608	595				1,291	8:41 AM	11.0	19.6	19.2			18.4	
8:56 AM	51	592	677				1,320	8:56 AM	6.4	19.1	21.8			18.9	
9:11 AM	93	541	529				1,163	9:11 AM	11.6	17.5	17.1			16.6	
9:26 AM	93	644	547				1,284	9:26 AM	11.6	20.8	17.6			18.3	
9:56 AM	130	909	987				2,026	9:56 AM	16.3	29.3	31.8			28.9	
10:26 AM	128	782	856				1,766	10:26 AM	16.0	25.2	27.6			25.2	
11:01 AM	121	825	781				1,727	11:01 AM	15.1	26.6	25.2			24.7	
11:31 AM	95	637	609				1,341	11:31 AM	11.9	20.5	19.6			19.2	
12:01 PM	99	730	686				1,515	12:01 PM	12.4	23.5	22.1			21.6	
12:51 PM	103	664	597				1,364	12:51 PM	12.9	21.4	19.3			19.5	
1:26 PM Express	67	357	460				884	1:26 PM	8.4	11.5	14.8			12.6	
1:41 PM	49	344	241				634	1:41 PM	6.1	11.1	7.8			9.1	
2:11 PM	77	425	421				923	2:11 PM	9.6	13.7	13.6			13.2	
2:26 PM	56	213	264				533	2:26 PM	7.0	6.9	8.5			7.6	
2:41 PM	39	272	340				651	2:41 PM	4.9	8.8	11.0			9.3	
2:56 PM	64	307	301				672	2:56 PM	8.0	9.9	9.7			9.6	
3:26 PM Express	61	333	467				861	3:26 PM	7.6	10.7	15.1			12.3	
4:01 PM	104	678	692				1,474	4:01 PM	13.0	21.9	22.3			21.1	
4:31 PM	62	416	458				936	4:31 PM	7.8	13.4	14.8			13.4	
4:41 PM	18	198	308				524	4:41 PM	2.3	6.4	9.9			7.5	
5:01 PM	80	506	454				1,040	5:01 PM	10.0	16.3	14.6			14.9	
6:01 PM	86	671	644				1,401	6:01 PM	10.8	21.6	20.8			20.0	
7:01 PM	55	548	598				1,201	7:01 PM	6.9	17.7	19.3			17.2	
8:01 PM	34	377	455				866	8:01 PM	4.3	12.2	14.7			12.4	
9:06 PM	32	357	446				835	9:06 PM	4.0	11.5	14.4			11.9	
10:06 PM	26	230	333				589	10:06 PM	3.3	7.4	10.7			8.4	
Total	3,055	21,039	22,531	0	0	0	46,625	Total	10.9	19.4	20.8			19.0	
Southbound								Southbound							
Departing Mt. CB	Nov	Dec	Jan	Feb	March	April	Total	Nov	Dec	Jan	Feb	March	April	Total	
6:40 AM	26	170	175				371	6:40 AM	3.3	5.5	5.6			5.3	
7:10 AM	21	143	142				306	7:10 AM	2.6	4.6	4.6			4.4	
7:40 AM	43	135	214				392	7:40 AM	5.4	4.4	6.9			5.6	
7:55 AM	28	123	131				282	7:55 AM	3.5	4.0	4.2			4.0	
8:10 AM	25	100	126				251	8:10 AM	3.1	3.2	4.1			3.6	
8:25 AM	19	86	139				244	8:25 AM	2.4	2.8	4.5			3.5	
8:40 AM	13	87	101				201	8:40 AM	1.6	2.8	3.3			2.9	
9:10 AM	38	119	148				305	9:10 AM	4.8	3.8	4.8			4.4	
9:40 AM	26	148	112				286	9:40 AM	3.3	4.8	3.6			4.1	
10:00 AM	20	84	110				214	10:00 AM	2.5	2.7	3.5			3.1	
10:15 AM	17	142	110				269	10:15 AM	2.1	4.6	3.5			3.8	
10:30 AM	21	122	109				252	10:30 AM	2.6	3.9	3.5			3.6	
10:45 AM	44	114	132				290	10:45 AM	5.5	3.7	4.3			4.1	
11:15 AM	63	279	277				619	11:15 AM	7.9	9.0	8.9			8.8	
11:45 AM	58	322	255				635	11:45 AM	7.3	10.4	8.2			9.1	
12:20 PM	93	392	439				924	12:20 PM	11.6	12.6	14.2			13.2	
12:55 PM	97	514	457				1,068	12:55 PM	12.1	16.6	14.7			15.3	
1:25 PM	108	463	520				1,091	1:25 PM	13.5	14.9	16.8			15.6	
2:10 PM	164	821	792				1,777	2:10 PM	20.5	26.5	25.5			25.4	
2:45 PM Express	94	745	857				1,696	2:45 PM	11.8	24.0	27.6			24.2	
3:15 PM	154	884	1007				2,045	3:15 PM	19.3	28.5	32.5			29.2	
3:30 PM Express	63	627	718				1,408	3:30 PM	7.9	20.2	23.2			20.1	
3:45 PM	99	639	671				1,409	3:45 PM	12.4	20.6	21.6			20.1	
4:00 PM Express	103	900	981				1,984	4:00 PM	12.9	29.0	31.6			28.3	
4:15 PM	213	1184	1209				2,606	4:15 PM	26.6	38.2	39.0			37.2	
4:45 PM Express	205	1398	1458				3,061	4:45 PM	25.6	45.1	47.0			43.7	
5:15 PM	290	1546	1526				3,362	5:15 PM	36.3	49.9	49.2			48.0	
5:45 PM	99	1026	1122				2,247	5:45 PM	12.4	33.1	36.2			32.1	
6:15 PM	104	842	790				1,736	6:15 PM	13.0	27.2	25.5			24.8	
6:45 PM	42	509	434				985	6:45 PM	5.3	16.4	14.0			14.1	
7:15 PM	79	448	524				1,051	7:15 PM	9.9	14.5	16.9			15.0	
8:20 PM	46	534	607				1,187	8:20 PM	5.8	17.2	19.6			17.0	
9:20 PM	92	668	761				1,521	9:20 PM	11.5	21.5	24.5			21.7	
10:25 PM	65	737	743				1,545	10:25 PM	8.1	23.8	24.0			22.1	
11:25 PM	41	575	555				1,171	11:25 PM	5.1	18.5	17.9			16.7	
Total	2,713	17,626	18,452	0	0	0	38,791	Total	9.7	16.2	17.0			15.8	
Overall Total	5,768	38,665	40,983	-	-	-	85,416	Overall Total	10.3	17.8	18.9			17.4	

Winter 2022-23 GVRTA On-Time Performance

Southbound - Crested Butte 4-Way								
	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips				
				Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	8	280	280	92.5%	96.1%	97.9%	1.4%	0.7%
December	31	1,085	1,078	90.7%	95.6%	97.2%	1.8%	1.0%
January	31	1,085	1,060	85.8%	94.1%	96.4%	3.1%	0.5%
February								
March								
April								
Total	70	2,450	2,418	88.8%	95.0%	96.9%	2.3%	0.7%

Northbound - Spencer and Hwy 135								
	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips				
				Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
November	8	280	280	89.3%	93.6%	96.4%	1.1%	2.5%
December	31	1,085	1,078	87.7%	94.9%	97.2%	1.6%	1.2%
January	31	1,085	1,063	81.2%	91.9%	96.0%	2.4%	1.6%
February								
March								
April								
Total	70	2,450	2,421	85.0%	93.4%	96.6%	1.9%	1.5%
Average:				86.9%	94.2%	96.8%	2.1%	1.1%

Late/Missed Runs & Incidents – December, 2022 & January, 2023

12/1-12/31/2022				
Date	Complaint	Late run	Missed Runs	Reason/Incident
12/2/2022	N/A	N/A	9:15 AM NB & 10:30 AM SB	HAD TO WAIT FOR BUS AT HANDOFF/MISSED 9:15 AM & 10:30 AM SB
12/3/2022	N/A	N/A	N/A	CNG PUMPS DOWN ALL DAY, HAD TO USE AEX BUSES
12/4/2022	N/A	N/A	7:11 AM & 8:25 AM SB	DRVR MISSED FIRST LAP OF SHIFT - MISREAD/MISUNDERSTOOD/FORGOT SCHEDULE
12/6/2022	N/A	8:30 AM-5:30 PM	10:15 AM SB, 11:01 AM NB & 12:20 PM SB	9:11 AM BUS "SPUN OUT" MT CB/SUSPENDED SVC @ 10AM FOR MT CB STOP/WIPERS QUIT WORKING, MISSED 10:15 AM SB, 11:01 AM NB & 12:20 PM SB/STUCK BUSES
12/8/2022	N/A	N/A	8:20 PM SB & 9:06 PM NB	BROKE DOWN ON 8:20 PM SB, MISSED 9:06 PM NB
12/9/2022	N/A	11:25 PM SB	N/A	DRUNK PAX TRIED TO GET OFF AT EVERY STOP-10-15 MINS LATE
12/12/2022	N/A	4 PM SB	3:15 PM SB & 4:45 PM	4PM SB WENT TO CBS SINCE 3:45 PM SB BROKE DOWN-MISSED RUNS DUE TO BROKE DOWN BUS
12/16/2022	N/A	9:15 AM NB & 10 AM SB	N/A	MECHNAICAL ISSUE, MISSED 9:15 AM NB & 10:30 AM SB/10 MINS LATE DRVR SWITCH/10 MINS LATE DUE TO ACCIDENT
12/21/2022	N/A	7:01 PM NB & 8:20 PMSB,	N/A	10 MINS LATE DRVR SWITCH/10 MINS LATE DUE TO ACCIDENT
12/26/2022	N/A	N/A	5:05 PM NB & 6:45 PM SB	11:15 AM SB MT CB & 4 WAY LEFT 5 MINS EARLY, DRVR CORRECTED SELF/NOT SURE WHY XLD PM RUN-NO NOTES-1 RT
12/27/2022	N/A	1:15 PM SB/5:01 PM NB & 6:45 PM SB	N/A	12:01 NB 2 DOGS-ADA 11TH & VIRGINIA/AFTERNOON BUSES RAN @ 10 MINS LATE DUE TO SNOW, SLOW TRAFFIC AND FULL BUSES
12/28/2022	N/A	SEVERAL	N/A	SNOW DAY, MANY BUSES RUNNING 10-15 MINS LATE
12/29/2022	N/A	SEVERAL	N/A	SNOW DAY, MANY BUSES RUNNING 10-15 MINS LATE
12/30/2022	N/A	3:26 PM & 4:45 PM SB	N/A	SNOW, HEAVY TRAFFIC
12/31/2022	N/A	MANY	1:23:00 PM NB	XLD 1:26 PM-COMBINED W 1:41 PM-SICK DRVR
12/31/2022	N/A	11:25 PM SB	N/A	11:25 PM SB BUS BROKE DOWN @ RIVERLAND/10:25 PM SB BUS TURNED @ AT SHOP AND RESCUED PAX & DRVR @ 12:30 AM?


1/01-1/31/2023				
Date	Late run	Missed Runs	Reason	
1-Jan	N/A	6:46 AM NB, 7:10 AM SB, 7:40 AM SB, 7:55 AM SB, 8:26 AM NB, 9:40 AM SB	BUS BROKE DOWN AT STATE SHOP ON 6:26 AM NB	
1-Jan	N/A	9:06 PM NB & 10:25 PM SB	NEWER DRVR MISREAD/UNDERSTOOD SCHED	
3-Jan	N/A	7:56 AM NB & 9:10 AM SB	BUS BROKE DOWN	
5-Jan	N/A	12:51 PM NB & 2:10 PM SB	DRVR LATE FOR WORK	
6-Jan	SEVERAL	N/A	HEAVY SNOW & SLOW TRAFFIC IN OF ALMONT ALL DAY 5-15 MINS LATE, BUS BROKE DOWN ON 2:45 PM SB RUN-NEXT DRVR PU PAX	
8-Jan	7:45 AM	5:26 AM NB, 6:40 AM SB, 6:46 AM NB, 7:55 AM SB, 8:41 AM NB, 10AM SB, 1:41 PM NB & 4:01 PM NB	7:45 AM SB @ 10 MINS LATE/DRVRSHORTAGE AM RUNS??/1:41 & 4:01 PM DISPATCH ERROR/2 EXP BUSES WENT TO CBS CUZ OF MISSED RUNS	
12-Jan	N/A	1:41 PM NB & 3:15 PM SB	DRVR FORGOT SHIFT-LATE START/DRVR WENT TO CBS ON 3:30 PM SB CUZ 3:15 PM SB XLD	
13-Jan	4:41 PM NB	N/A	DRVR THOUGHT SHIFT STARTED LATER, ANOTHER DRVR REPLACED-LATE	
14-Jan	8:20 PM SB	2:11 PM NB, 4:01 PM NB, 5:15 PM SB, 6:01 PM NB	8:20 PM SB 10 MINS LATE DRVR HAD TO CLEAN VOMIT CBS// MISSED RUNS-DRVR SHORTAGE OR MISCOMMUNICATION	
15-Jan	N/A	5:56 AM NB, 7:10 AM NB, 7:11 AM NB, 8:25 AM SB, 9:10 AM SB, 11:15 AM SB, 4:41 PM NB & 6:15 PM SB	DRVR NVR CONF AM RUNS// CRVR SHORTAGE	
16-Jan	MANY	N/A	SNOW DAY-MANY DELAYS 5-12 MINS LATE	
1/17	N/A	8:20 PM SB & 9:06 PM NB	BUS STUCK CBS LOOP ON 7:01 PM NB	
1/18	4:41 AM NB, 4PM SB & 4:41 PM NB	N/A	AM RUN 13 MIN LATE-SLOW TRAFFIC//PM RUNS 15 MIN LATE ACCIDENT ALMONT	
1/22	SOME-MINOR	N/A	SOME DELAYS BECAUSE PAX CONFUSED NO RTA BUSES//DAWSON MECHANICAL-TIME? ALMONT-TRANSFERRED PAX TO #411 AND SWITCHED BUSES-15 MIN DELAY	
1/25	N/A	N/A	WOMAN FELL TO GROUND 7:56 AM NB GETTING OFF GOT UP W/O INCIDENT//CALLED PD ON VERY LAST RUN FOR PASSED OUT PAX	
1/27	12:51 PM NB	N/A	SNOW PLOW GOING 35MPH IN FRONT	
1/28	2:26 PM NB	12:51 PM NB & 1:26 PM NB	DRVR HAD MIGRAINE-GOT CONFUSED-LEFT LATE ON 2:26 PM NB/XLD RUN-DRVR SHORTAGE??	
1/29	N/A	1:26 PM NB, 2:45 PM SB, 3:26 PM NB	MISSED RUNS-DRVR SHORTAGE	
1/31	7:10 AM SB	N/A	20 MINS LATE-SNOW PLOW IN FRONT	

GVRTA GHG Emissions Analysis														
GHG Emissions Produced and Reduced by the GVRTA					Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total Kg of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
2023	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)										
January	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	686	7,988	7,302	0.178	23,694	0.578
Total	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	686	7,988	7,302	0.178	23,694	0.578

Automobile emissions vs. GVRTA bus emissions:
 3.68 automobile trips create the same amount of CO2 as the average GVRTA bus trip.
 1.56 automobile trips create the same amount of NOx as the average GVRTA bus trip.
 The RTA averaged 19.30 passengers per bus in this time period.

CNG vs. Diesel:
 With 80% of our fleet powered by CNG, we produce 9,453.44 Kg less CO2 and 298.10 Kg more NOx emissions than if all were diesel.
 Note: NOx emissions using CNG is likely quite a bit less due to the exhaust gas recirculation (EGR) on the buses, but accurate data was hard to find.
 CNG buses produce 97% less Particulate Matter (PM) as compared to diesel buses.

Notes for Calculations:
 Each one way trip by bus creates approximately 47.553 Kg of CO2 emissions and 0.304 Kg of NOx emissions.
 Each one-way trip by automobile creates approximately 12.927 Kg of CO2 emissions and 0.195 Kg of NOx emissions.



Notes & Assumptions:
 RNG = Renewable or Recaptured Compressed Natural Gas (CNG)
 GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)
 One Therm of CNG creates approximately 5.3 Kg of CO2 emissions and 0.46 Kg of NOx emissions.
 One GGE of CNG used creates approximately 6.625 Kg of CO2 emissions and .0575 Kg of NOx emissions.
 Note: NOx emissions using CNG is likely quite a bit less due to the exhaust gas recirculation (EGR) on the buses, but accurate data was hard to find.
 One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.
 A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)
 The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.
 According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.
 Each GGE of CNG contains 1.9872 Kg of methane.
 By purchasing renewable methane credits, the GVRTA prevents the gas from being released into the atmosphere thereby reducing methane emissions.

2023 Miles per Bus:

Miles / Bus	5311	Local	DOLA	5339	SB-228	5339	5339/VW	FASTER	5339	5339		Total	Total
2023	2017-D	2017-D	2017-C	2018-C	2019-C	2019-C	2020-C	2021-C	2023-C	2023-C		Bus	Revenue
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	AEX	Miles	Miles
											Buses	(odom.)	
January	5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817	-	-	3,934	69,541	70,910
Total	5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817			3,934	69,541	70,910

2023 Repairs per Bus:

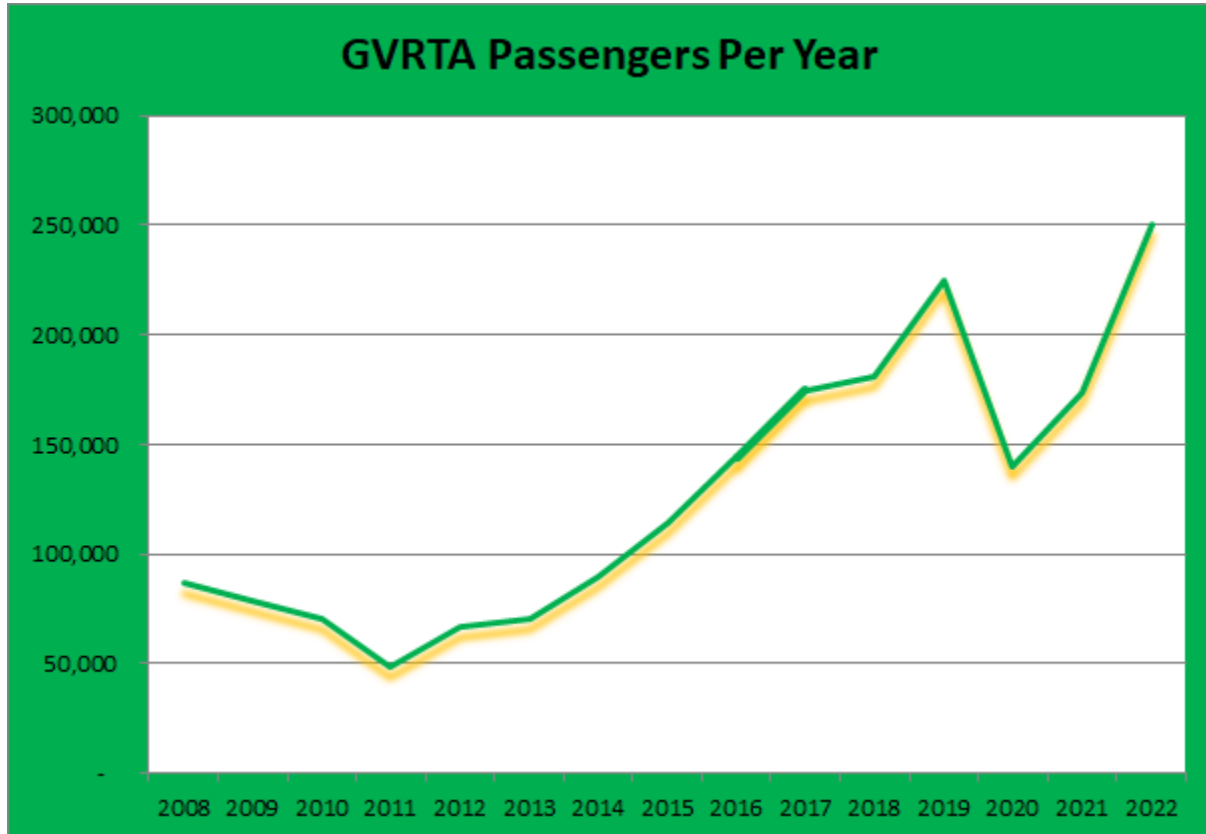
Repairs / Bus	5311	Local	DOLA	5339	SB-228	5339	5339/VW	FASTER	5339	5339		Inventory	Total
2023	2017-D	2017-D	2017-C	2018-C	2019-C	2019-C	2020-C	2021-C	2023-C	2023-C		& Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	\$ 6,558	\$ 430	\$ 17,452	\$ 3,370	\$ 692	\$ 1,328	\$ 143	\$ 929				\$ 29,548	\$ 60,450
Total	\$ 6,558	\$ 430	\$ 17,452	\$ 3,370	\$ 692	\$ 1,328	\$ 143	\$ 929	\$ -	\$ -		\$ 29,548	\$ 60,450

GVRTA 2022 Year-End Bus Program Report:

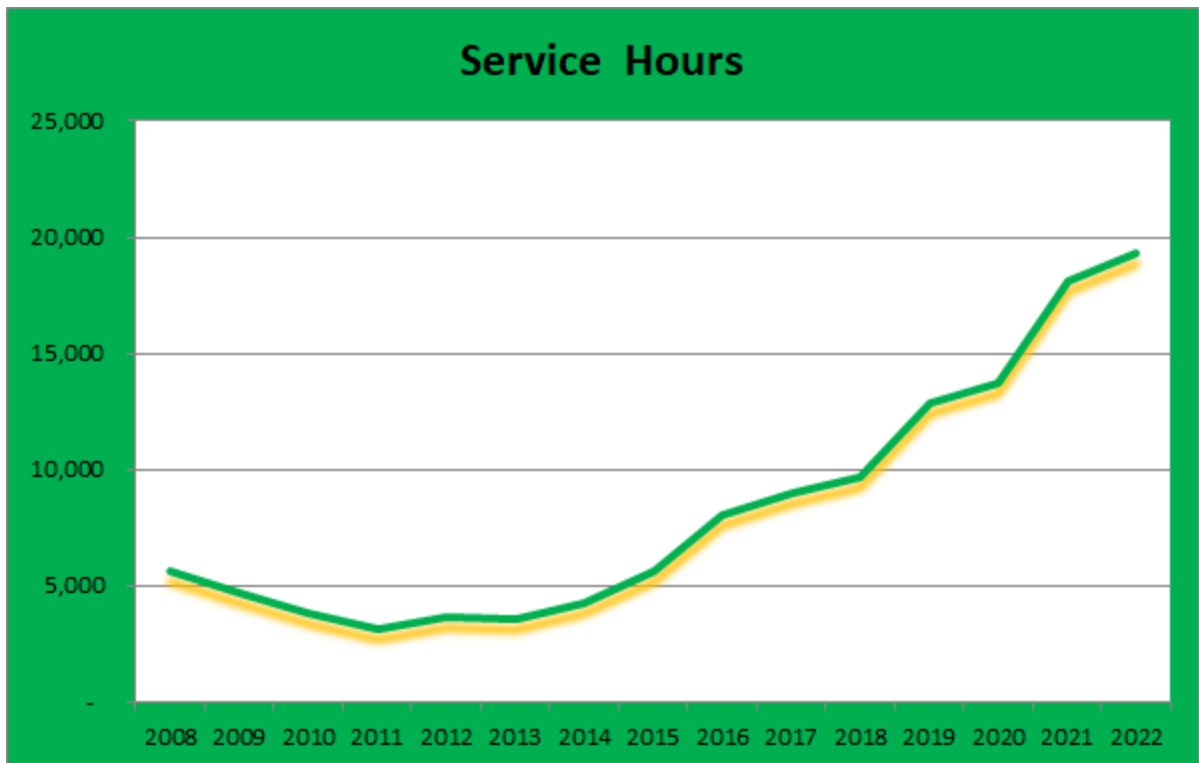
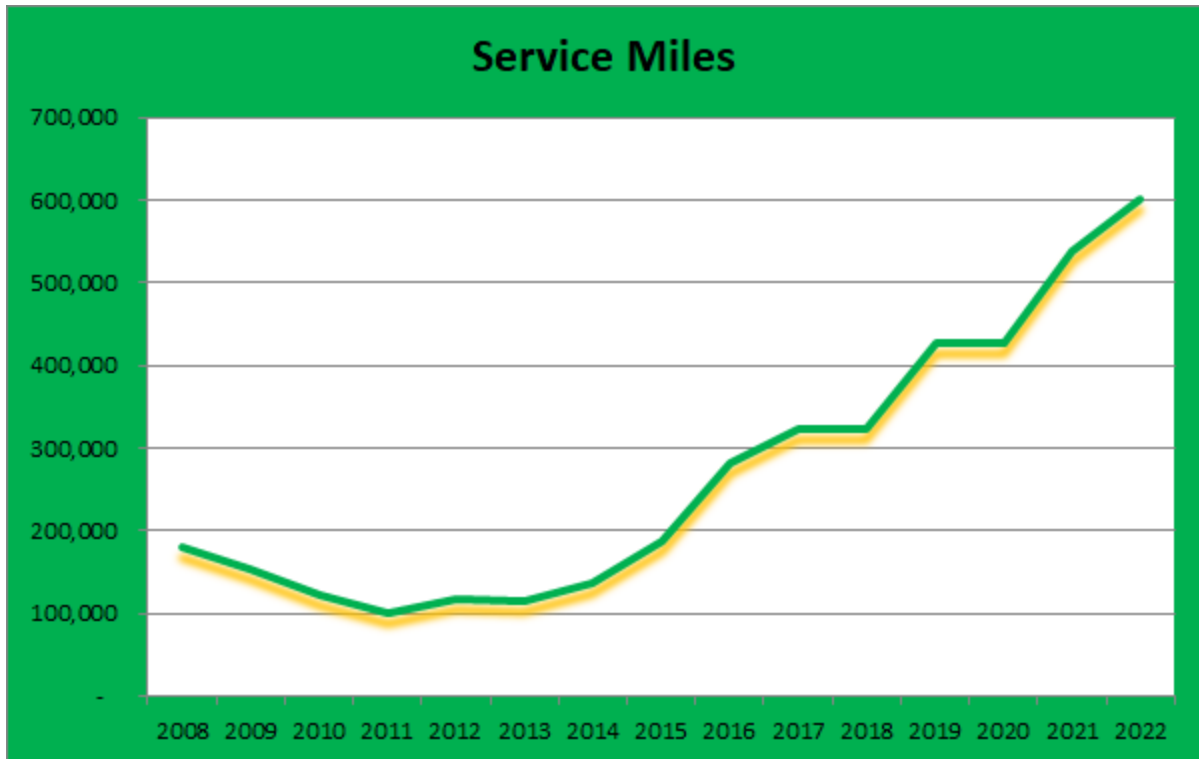
In 2022, the GVRTA Commuter Bus carried 249,945 passengers which was 44% higher than in 2021. The service averaged 685 passengers per day and 13.9 passengers per bus.

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route								2021			YOY	
2022								Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
Month	Riders	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day					
January	26,533	2,163	2,282	71,759	31	12.3	855.9	19,104	11.0	616.3	7,429	38.9%
February	27,282	1,951	2,081	63,636	28	14.0	974.4	18,052	11.5	644.7	9,230	51.1%
March	31,026	2,159	2,308	70,927	31	14.4	1,000.8	18,660	10.8	601.9	12,366	66.3%
April	11,469	1,223	1,357	40,853	30	9.4	382.3	8,899	7.7	296.6	2,570	28.9%
May	11,549	1,176	1,306	39,057	31	9.8	372.5	8,175	7.3	263.7	3,374	41.3%
June	16,952	1,139	1,289	38,427	30	14.9	565.1	11,602	10.8	386.7	5,350	46.1%
July	20,315	1,170	1,331	39,333	31	17.4	655.3	14,309	12.8	461.6	6,006	42.0%
August	18,527	1,177	1,358	39,933	31	15.7	597.6	13,154	11.7	424.3	5,373	40.8%
September	17,473	1,137	1,259	38,624	30	15.4	582.4	12,129	11.1	404.3	5,344	44.1%
October	14,393	1,178	1,297	39,706	31	12.2	464.3	10,980	9.8	354.2	3,413	31.1%
November	15,761	1,393	1,007	47,177	30	11.3	525.4	11,180	8.5	372.7	4,581	41.0%
December	38,665	2,156	2,422	72,159	31	17.9	1,247.3	27,306	12.7	880.8	11,359	41.6%
Total	249,945	18,022	19,297	601,591	365	13.9	684.8	173,550	10.7	475.5	76,395	44.0%

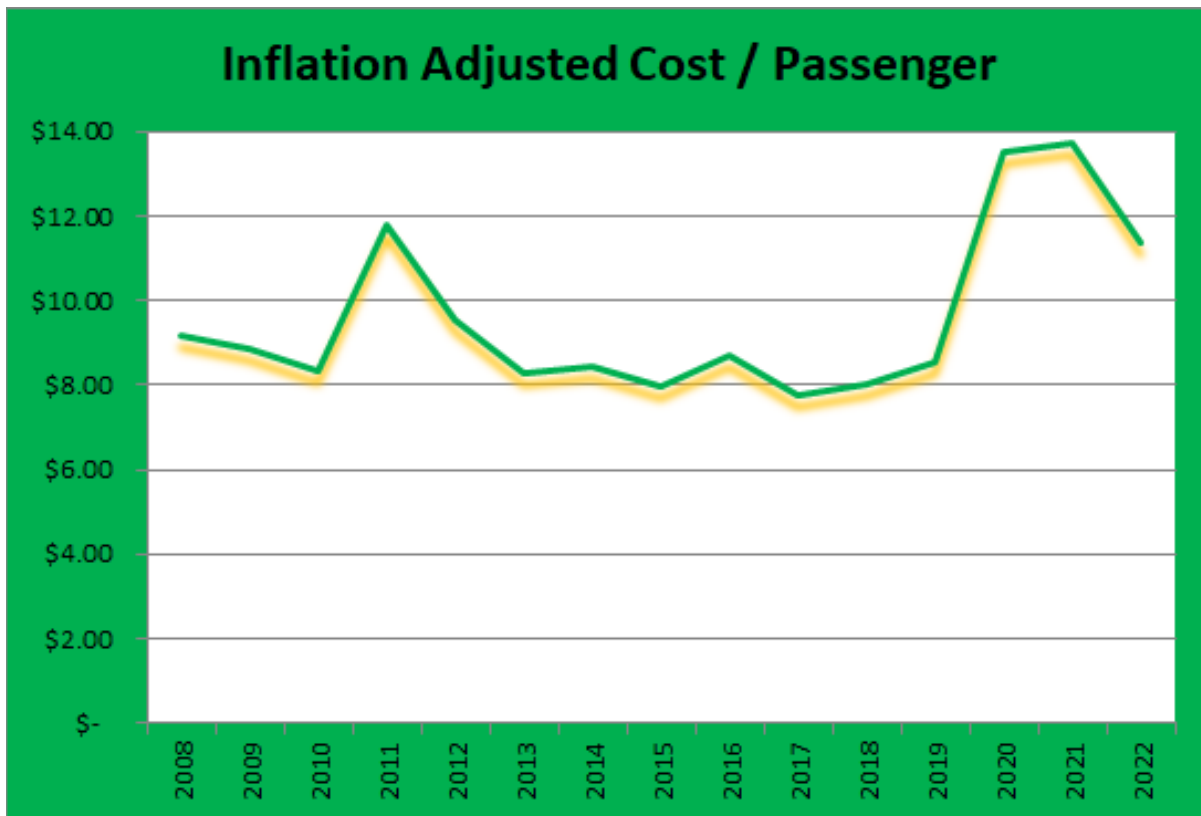
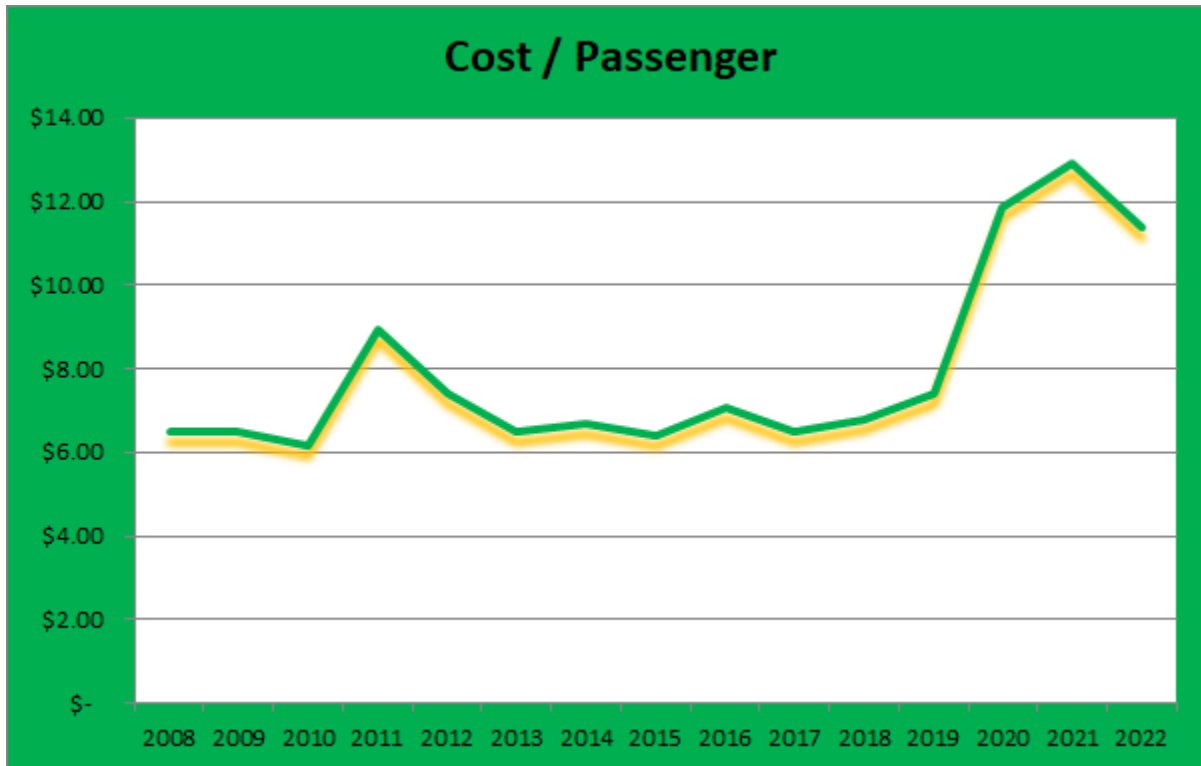
This was the most passengers ever carried in a calendar year, beating the previous record of 224,718 set in 2019 by 11.2%.



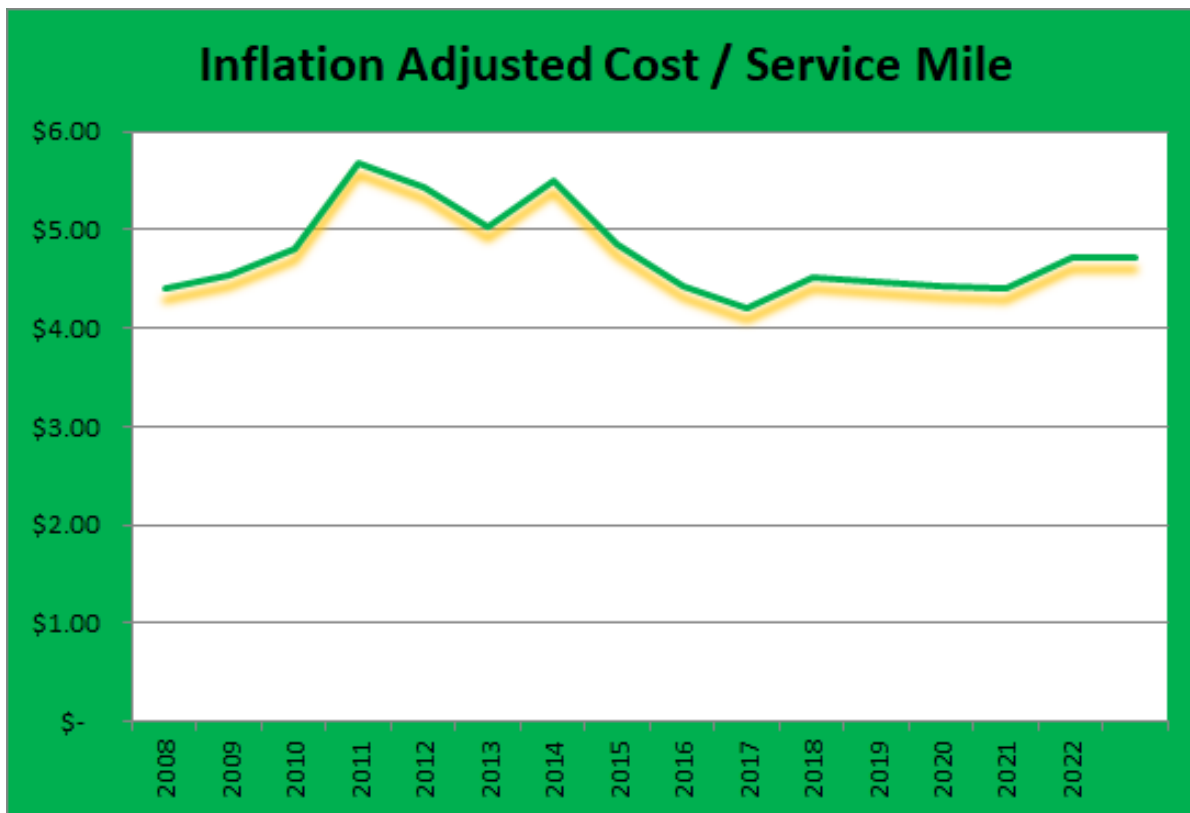
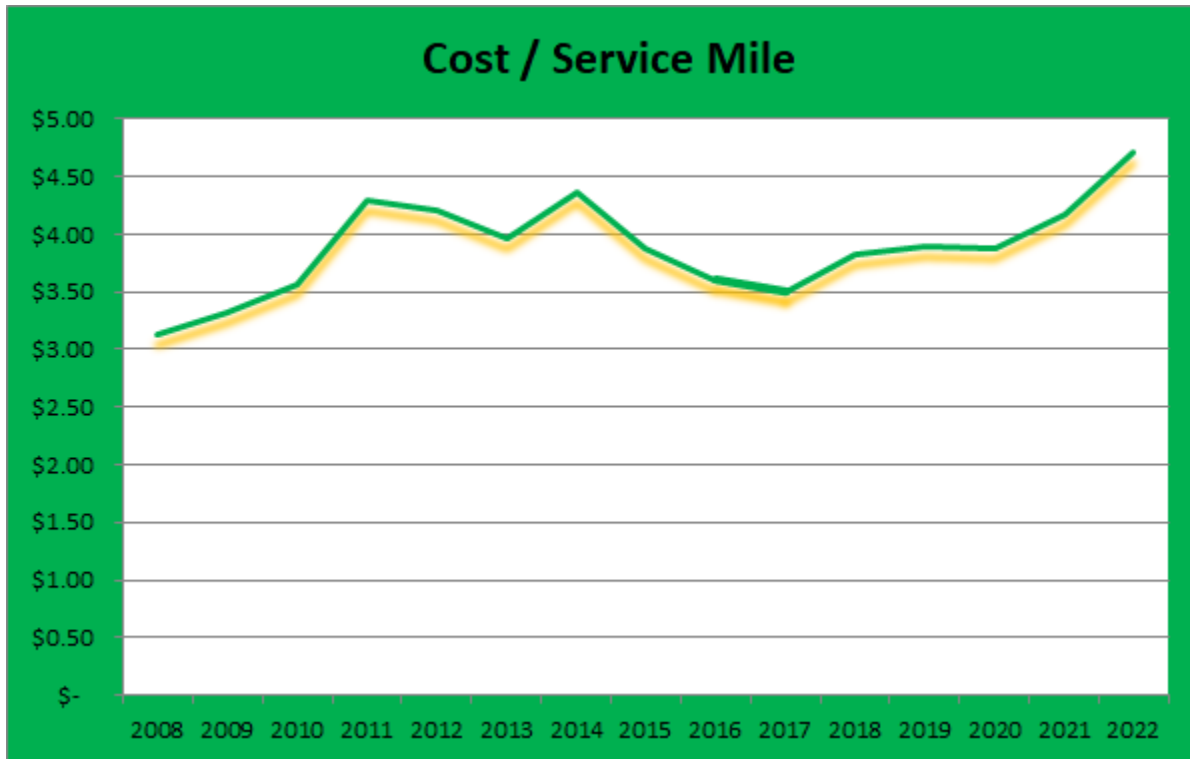
We ran 601,591 service miles and 19,297 service hours in 2022



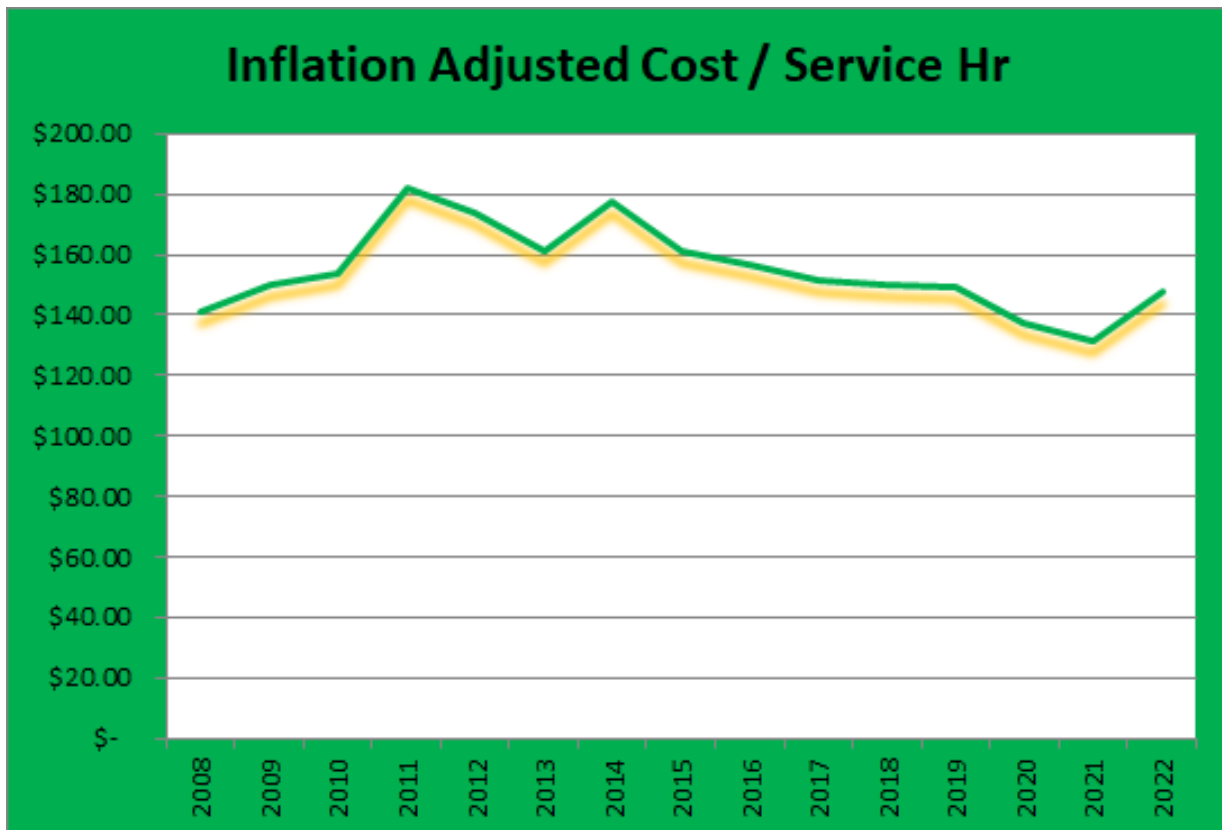
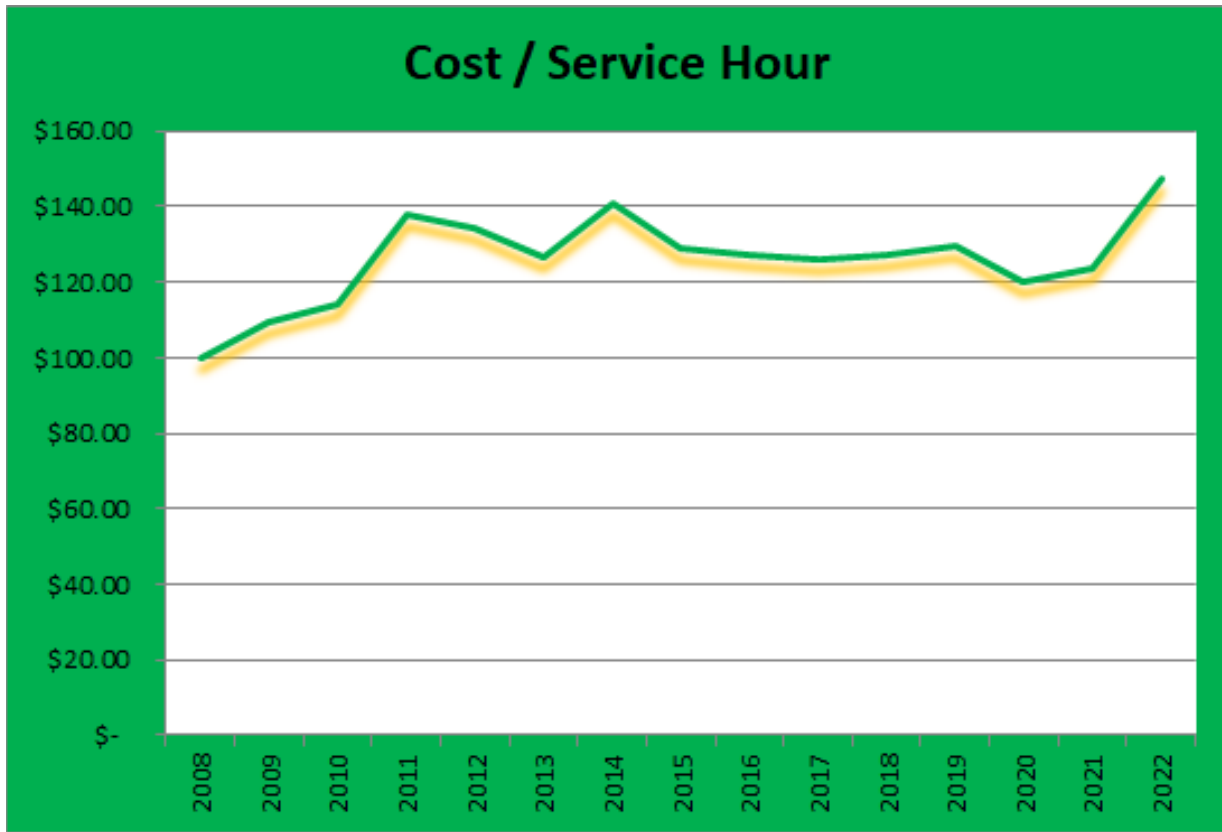
Our cost per passenger dropped from \$12.92 in 2021 to \$11.39 in 2022.



The cost per service mile was \$4.73 in 2022.



The cost per service hour was 147.50 in 2022



Passenger Boardings by Bus Stop – 2022

2022 GVRTA Bus Boardings by Bus Stop																		
Month	Northbound										Total Northbound Passengers							
	Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan		Ohio Creek	Almont	ON CB South	Riverland	Brush Creek	Riverbend	CB 4-Way
January			1,833	1,420	1,363	1,922	1,475	1,258	1,155	314	323	531	1520	64	70	277	688	14,213
February			1,517	1,461	1,457	2,059	1,447	1,310	1,336	351	313	558	1521	96	100	226	755	14,507
March			1,668	1,661	1,637	1,834	1,299	1,551	1,522	444	349	744	2368	67	121	320	820	16,405
April		77	530	616	621	528	466	845	760	151	47	201	946	40	67	86	96	6,077
May		59	676	566	708	385	392	802	841	158	62	158	1127	42	41	39	98	6,154
June		146	1,003	907	898	898	535	1,112	1,061	307	133	345	1145	102	125	105	178	9,000
July		157	1,089	963	1,100	1,270	574	1,129	1,182	593	204	407	1360	53	108	98	338	10,625
August		136	1,073	948	1,039	1,145	580	1,022	1,070	393	161	344	1280	64	79	78	211	9,623
September		124	1,107	920	890	1,034	662	898	1,001	238	98	371	1522	37	47	93	200	9,242
October		141	999	742	768	685	460	839	824	191	57	238	1233	51	56	33	143	7,460
November	80	167	1,002	913	884	614	545	910	988	209	144	276	1238	42	49	52	251	8,364
December	1,016	502	1,890	1,858	2,323	2,748	1,572	1,691	1,964	558	562	999	2197	75	97	87	900	21,039
Total	1,096	1,509	14,387	12,975	13,688	15,122	10,007	13,367	13,704	3,907	2,453	5,172	17,457	733	960	1,494	4,678	132,709
Percentage	0.83%	1.14%	10.84%	9.78%	10.31%	11.39%	7.54%	10.07%	10.33%	2.94%	1.85%	3.90%	13.15%	0.55%	0.72%	1.13%	3.53%	100.00%

2021-2022 Winter RTA Bus Boardings by Bus Stop											
Month	Southbound										Total Southbound Passengers
	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	
January	6,376	4,589	68	64	77	292	161	17	267	409	12,320
February	6,513	4,674	59	87	101	398	210	22	300	411	12,775
March	6,906	6,040	69	97	105	406	262	27	280	429	14,621
April	1,492	2,714	77	72	84	326	175	18	300	134	5,392
May	889	3,058	46	98	108	423	208	30	393	142	5,395
June	1,932	4,293	76	133	148	456	270	26	356	262	7,952
July	2,485	5,109	126	122	157	576	275	52	474	314	9,690
August	2,046	4,949	112	115	124	531	293	21	375	338	8,904
September	1,866	4,762	64	63	107	415	224	12	371	347	8,231
October	1,614	3,681	79	77	122	410	230	31	418	271	6,933
November	2,740	3,159	62	68	90	443	281	30	316	208	7,397
December	10,309	5,339	81	110	91	600	355	35	374	332	17,626
Total	45,168	52,367	919	1,106	1,314	5,276	2,944	321	4,224	3,597	117,236
Percentage	38.53%	44.67%	0.78%	0.94%	1.12%	4.50%	2.51%	0.27%	3.60%	3.07%	100.00%

Notes:

- Most of the bus stops in the City of Gunnison have between 13,000 and 15,000 passenger boardings. This likely means that the stops are spread equitably throughout the community and that the route through the City is working well for our passengers.
- Boardings in Mt. Crested Butte are higher than in Crested Butte in the winter months, while the opposite is true during the summer months.
- CB South accounts for 9.1% of the passenger boardings.

2022 GVRTA On-Time Performance

Southbound - Crested Butte 4-Way								
	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips				
				Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
January	31	1,085	1,080	88.8%	92.2%	92.7%	1.9%	5.4%
February	28	980	974	90.9%	95.1%	96.2%	1.2%	2.6%
March	31	1,085	1,079	90.4%	94.8%	95.8%	1.5%	2.7%
April	30	618	613	94.5%	97.1%	98.0%	0.0%	2.0%
May	31	589	588	94.2%	96.3%	96.4%	0.0%	3.6%
June	30	570	570	90.2%	95.4%	96.8%	0.7%	2.5%
July	31	589	585	89.4%	97.4%	98.1%	0.7%	1.2%
August	31	589	588	88.4%	96.3%	96.9%	0.3%	2.7%
September	30	570	568	90.8%	97.9%	98.8%	0.5%	0.7%
October	31	589	589	92.4%	98.8%	99.3%	0.3%	0.3%
November	30	698	697	93.0%	98.3%	99.0%	0.6%	0.4%
December	31	1,085	1,078	90.7%	95.6%	97.2%	1.8%	1.0%
Total	365	9,047	9,009	91.0%	95.9%	96.8%	1.0%	2.2%

Northbound - Spencer and Hwy 135								
	# of Days	Planned # of Trips	Actual # of Trips	Percentage of Actual Trips				
				Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
January	31	1,085	1,083	90.2%	93.0%	94.1%	1.1%	4.8%
February	28	980	977	91.5%	94.1%	95.2%	0.9%	3.9%
March	31	1,085	1,080	92.3%	94.7%	95.6%	1.4%	3.0%
April	30	618	610	94.8%	96.7%	97.9%	0.0%	2.1%
May	31	589	588	95.4%	97.1%	98.1%	0.3%	1.5%
June	30	570	569	89.5%	95.1%	96.8%	0.5%	2.6%
July	31	589	585	89.7%	97.3%	98.6%	0.3%	1.0%
August	31	589	589	90.5%	96.6%	97.8%	0.0%	2.2%
September	30	570	569	92.3%	96.8%	99.3%	0.0%	0.7%
October	31	589	589	94.1%	98.0%	99.2%	0.3%	0.5%
November	30	698	696	92.5%	97.0%	98.4%	0.6%	1.0%
December	31	1,085	1,078	87.7%	94.9%	97.2%	1.6%	1.2%
Total	365	9,047	9,013	91.4%	95.6%	97.0%	0.7%	2.3%
Average:				91.2%	95.7%	96.9%	0.8%	2.3%

Notes:

- 18,022 of 18,094 (99.6%) of planned trips were completed and 72 (0.4%) of planned trips were not completed.
- 2.3% of completed runs were not tracked by the Swiftly GPS software. Most often, the reason for the software missing the tracking was either because the GPS tracker wasn't in contact with a cell tower, or because a bus had been replaced on route and the previous bus was still being followed by the tracking software.
- This means that the percentage of actual runs completed within 15 minutes of schedule falls between 96.9% and 99.2%.
- Our goal is to complete at least 95% of our trips within 15 minutes of schedule.

GVRTA GHG Emissions Analysis					Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG og Methane Emissions Reduction	Kg Methane Reduct. per Pass.
GHG Emissions Produced and Reduced by the GVRTA														
2022	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)										
January	26,533	2,163	10,585	3,083	101,515	342,980	241,465	9.101	609	5,171	4,563	0.172	21,035	0.793
February	27,282	1,951	10,238	2,469	92,961	352,662	259,701	9.519	589	5,317	4,729	0.173	20,345	0.746
March	31,026	2,159	10,541	3,192	102,329	401,059	298,730	9.628	606	6,047	5,441	0.175	20,947	0.675
April	11,469	1,223	5,893	1,781	57,166	148,255	91,088	7.942	339	2,235	1,896	0.165	11,710	1.021
May	11,549	1,176	5,997	1,130	51,231	149,289	98,058	8.491	345	2,251	1,906	0.165	11,918	1.032
June	16,952	1,139	6,383	1,112	53,610	219,131	165,521	9.764	367	3,304	2,937	0.173	12,684	0.748
July	20,315	1,170	6,761	1,311	58,142	262,603	204,461	10.065	389	3,959	3,571	0.176	13,436	0.661
August	18,527	1,177	6,120	1,781	58,675	239,490	180,815	9.760	352	3,611	3,259	0.176	12,161	0.656
September	17,473	1,137	6,145	1,487	55,842	225,866	170,024	9.731	353	3,405	3,052	0.175	12,211	0.699
October	14,393	1,178	6,605	1,182	55,790	186,052	130,262	9.050	380	2,805	2,425	0.169	13,125	0.912
November	15,761	1,393	9,013	562	65,429	203,735	138,307	8.775	518	3,072	2,554	0.162	17,910	1.136
December	38,665	2,156	11,027	3,071	104,314	499,805	395,491	10.229	634	7,536	6,902	0.179	21,912	0.567
Total	249,945	18,022	95,307	22,161	857,003	3,230,926	2,373,923	9.498	5,480	48,714	43,234	0.173	189,393	0.758

Automobile emissions vs. GVRTA bus emissions:
3.68 automobile trips create the same amount of CO2 as the average GVRTA bus trip.
1.56 automobile trips create the same amount of NOx as the average GVRTA bus trip.
The RTA averaged 13.9 passengers per bus in 2022.

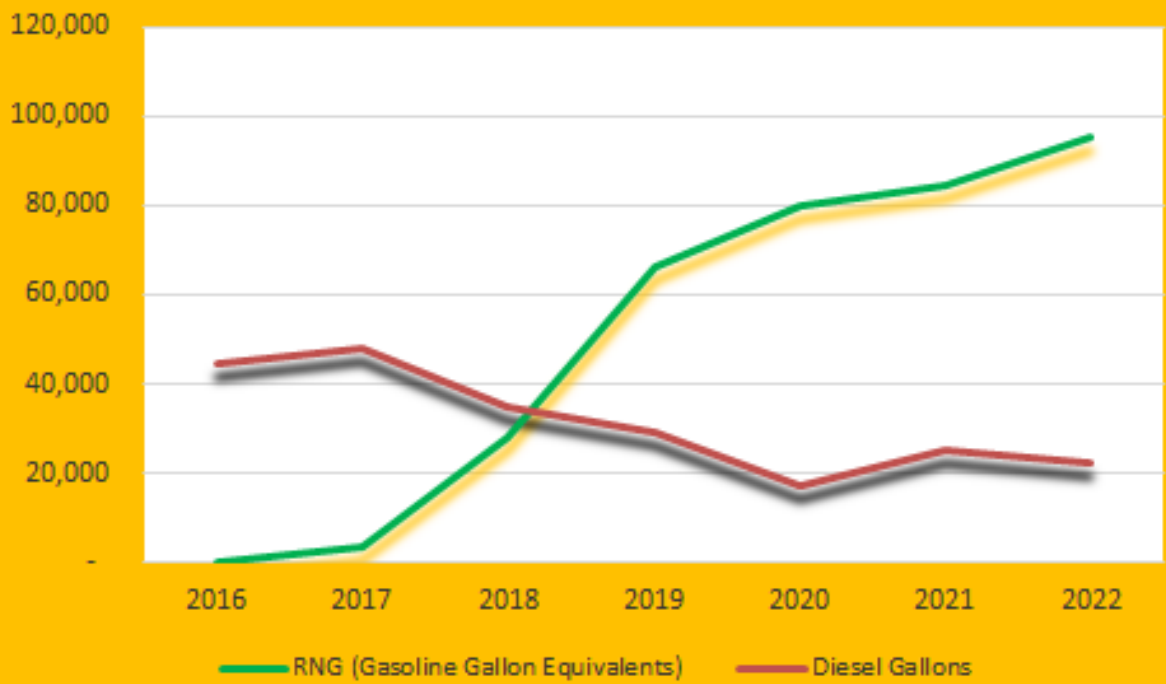
CNG vs. Diesel:
 With 3/4 of our fleet powered by CNG, we produced 85,371 Kg less CO2 and 2,337 Kg more NOx emissions than if all buses were diesel.
 Note: NOx emissions using CNG is likely quite a bit less due to the exhaust gas recirculation (EGR) on the buses, but accurate data was hard to find.
 CNG buses produce 97% less Particulate Matter (PM) as compared to diesel buses.

Notes for Calculations:
 Each one way trip by bus creates approximately 47.553 Kg of CO2 emissions and 0.304 Kg of NOx emissions.
 Each one-way trip by automobile creates approximately 12.927 Kg of CO2 emissions and 0.195 Kg of NOx emissions.



Notes & Assumptions:
 RNG = Renewable or Recaptured Compressed Natural Gas (CNG)
 GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)
 One Therm of CNG creates approximately 5.3 Kg of CO2 emissions and 0.46 Kg of NOx emissions.
 One GGE of CNG used creates approximately 6.625 Kg of CO2 emissions and .0575 Kg of NOx emissions.
 Note: NOx emissions using CNG is likely quite a bit less due to the exhaust gas recirculation (EGR) on the buses, but accurate data was hard to find.
 One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.
 A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)
 The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.
 According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.
 Each GGE of CNG contains 1.9872 Kg of methane.
 By purchasing renewable methane credits, the GVRTA prevents the gas from being released into the atmosphere thereby reducing methane emissions.

GVRTA Fuel Purchased - By Type



2022 Miles per Bus:

Miles / Bus 2022	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C		Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	AEX Buses		
January	10,057	9,528	7,208	7,048	7,094	8,588	8,874	9,632	4,459	72,488	71,759
February	9,855	5,782	5,679	7,452	7,419	8,045	8,760	8,902	2,889	64,783	63,636
March	10,514	9,878	4,642	2,409	9,679	10,579	11,407	10,499	1,203	70,810	70,927
April	2,103	8,311	1,028	362	5,442	6,256	6,984	7,083	3,801	41,370	40,853
May	0	5,739	2,744	5,102	4,772	5,130	6,005	6,244	2,790	38,526	39,057
June	6,565	1,887	3,904	5,147	4,055	5,009	5,591	5,870	2,035	40,063	38,427
July	6,794	2,049	3,605	4,209	4,152	5,619	6,624	6,203	297	39,552	39,333
August	5,603	5,329	3,439	3,876	4,270	5,160	5,564	5,740	731	39,712	39,933
September	5,363	4,091	5,077	1,630	5,457	4,496	6,021	5,899	501	38,535	38,624
October	6,215	0	5,765	5,560	5,833	6,443	7,085	2,231	1,280	40,412	39,706
November	2,493	3,070	6,935	6,354	7,129	6,809	7,136	6,725	1,166	47,817	47,177
December	9,694	8,150	6,831	2,036	8,819	16,103	7,810	8,549	4,862	72,854	72,159
Total	75,256	63,814	56,857	51,185	74,121	88,237	87,861	83,577	26,014	606,922	601,591

2022 Repairs per Bus:

Repairs / Bus 2022	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C		Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507			
January	\$ 1,287	\$ -	\$ 1,071	\$ -	\$ -	\$ 1,166	\$ 756	\$ -		\$ 20,136	\$ 24,416
February	\$ 1,271	\$ 3,755	\$ 665	\$ 1,173	\$ 1,203	\$ 727	\$ -	\$ -		\$ 6,014	\$ 14,808
March	\$ 1,198	\$ 6,055	\$ 2,723	\$ 1,224	\$ 529	\$ 608	\$ 873	\$ 1,692		\$ 20,980	\$ 35,882
April	\$ 4,909	\$ 3,110	\$ 1,374	\$ 7,732	\$ 2,223	\$ 3,784	\$ 2,295	\$ 231		\$ 20,980	\$ 46,638
May	\$ 10,635	\$ 264	\$ 3,165	\$ 6,155	\$ 806	\$ 3,015	\$ 370	\$ 608		\$ 7,761	\$ 32,779
June	\$ 1,123	\$ -	\$ 632	\$ 1,077	\$ 1,126	\$ 375	\$ 1,057	\$ 1,085		\$ 10,797	\$ 17,272
July	\$ 868	\$ 9,052	\$ 737	\$ 6	\$ 33,210	\$ 1,269	\$ 396	\$ 122		\$ 18,605	\$ 64,265
August	\$ 264	\$ 3,754	\$ 1,288	\$ 1,645	\$ 939	\$ 132	\$ -	\$ -		\$ 18,324	\$ 26,346
September	\$ 1,240	\$ 3,079	\$ 16,809	\$ 5,379	\$ 674	\$ 376	\$ 180	\$ -		\$ 11,651	\$ 39,388
October	\$ 5,130	\$ 1,023	\$ 3,059	\$ 1,247	\$ 721	\$ 3,828	\$ 819	\$ 3,137		\$ 22,435	\$ 41,399
November	\$ 38,203	\$ 35,207	\$ 985	\$ 25,701	\$ 3,740	\$ 4,241	\$ 711	\$ 1,099		\$ 17,583	\$ 127,470
December	\$ 704	\$ 4,617	\$ 6,005	\$ 430	\$ 3,258	\$ 1,772	\$ 2,284	\$ 652		\$ 11,075	\$ 30,797
Total	\$ 66,832	\$ 69,916	\$ 38,513	\$ 51,769	\$ 48,429	\$ 21,293	\$ 9,741	\$ 8,626		\$ 186,341	\$ 501,460

Senior Report –2022:

Ridership on the RTA Funded Senior Services - 2022										
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices	
January	940	148	1,088	2,492	2,465	4,957	\$ 18,209	\$ 3,950	\$ 22,159	
February	945	75	1,020	3,066	1,264	4,330	\$ 17,970	\$ 2,219	\$ 20,189	
March	1,026	135	1,161	3,078	2,536	5,614	\$ 20,319	\$ 3,985	\$ 24,304	
April	847	170	1,017	2,549	2,496	5,045	\$ 18,350	\$ 4,731	\$ 23,081	
May	899	141	1,040	2,930	1,960	4,890	\$ 20,021	\$ 4,009	\$ 24,030	
June	919	273	1,192	3,734	2,969	6,703	\$ 20,369	\$ 6,317	\$ 26,686	
July	800	187	987	3,320	2,089	5,409	\$ 17,109	\$ 3,799	\$ 20,908	
August	690	248	938	3,070	3,813	6,883	\$ 19,146	\$ 6,758	\$ 25,904	
September	739	246	985	2,126	3,421	5,547	\$ 17,863	\$ 7,610	\$ 25,473	
October	783	121	904	2,282	1,813	4,095	\$ 19,923	\$ 5,031	\$ 24,954	
November	815	217	1,032	2,409	3,079	5,488	\$ 19,788	\$ 6,610	\$ 26,398	
December	803	159	962	2,422	2,232	4,654	\$ 17,351	\$ 5,290	\$ 22,641	
Total	10,206	2,120	12,326	33,478	30,137	63,615	\$ 226,418	\$ 60,309	\$ 286,727	

Gunnison Valley RTA Bus Facility
100 Bifano Rd.
Crested Butte, CO 81224



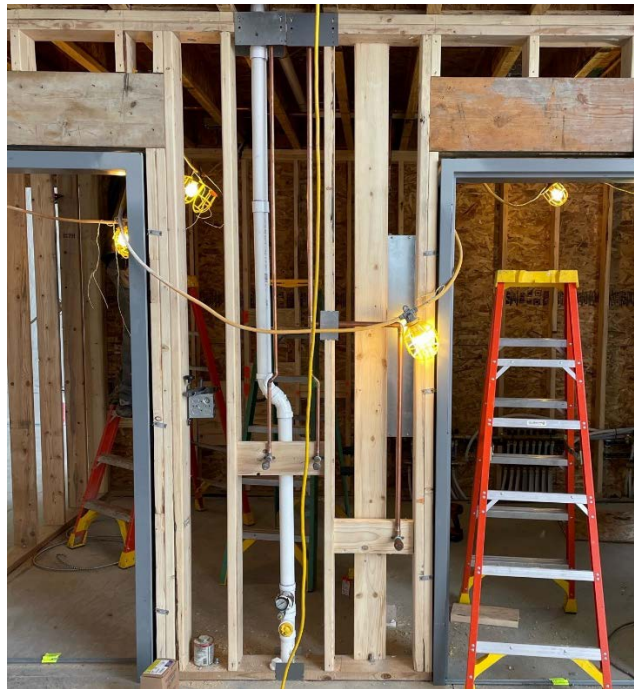
Project Status Report
01/31/2023

Potential change orders:
None currently
Change Orders
Change order #1 \$1,570 – addition of Knox box and Knox switch
Change Order #2 \$71,535 – Use preferred local contractors
Request For Information
RFI#-9 grading at NE man door - Answered
RFI#-10 Mezzanine and Reflective Ceiling Plan below Mezzanine - Answered
RFI#-11 trench drain insulation – Answered
RFI#12 Light occupancy sensors – Answered
RFI#13 Garage door opener circuits - Answered
Submittals pending
None
Submittals reviewed
030000 – concrete mix designs
030516 – under slab vapor barrier materials, accessories, installation instructions
033100 – rebar shop drawings
042613 – Masonry veneer product, accessories
042613 - CMU product data resubmittal
072100 – thermal insulation foundation and under slab
081113 – interior doors
083613 – Overhead sectional doors product data and shop drawings
087100 – door hardware product data
118129 – facility fall protection substitution request and product data
133419 – PEMB reactions and shop drawings
220000 – water softener
233416 - Exhaust fans product data
237433 - Make-up-air units product data
262416 - Pedestal meter product data
262416 – Pedestal meter re-submittal

262416 – Electrical panels
265100 – Lighting substitution request and product data
265100 – Lighting and controls re-submittal
323100 – fencing and gates product data
330505 – buried utility pipes and accessories
333400 – OWTS system and accessories
Architect Deficiency report
Floor finish is not acceptable. Working with contractor to determine the best solution.
Material Delivery
030000 - Concrete
042613 – CMU (block, mortar, accessories)
072100 – Thermal insulation (under slab)
133419 – PEMB (structural steel, steel secondaries, siding, roofing, insulation, accessories)
260533.13 – Underground conduit
331100 – Base Courses
Known Labor or material delivery issues
OH doors
Fire sprinkler heads
Mechanical duct work
One light fixture type
Attachments:
4 week look ahead schedule <ul style="list-style-type: none"> - 02/06/2023 – 02/10/2023 Continued Rough-in Garage Doors Roof Curb - 02/13/2023 – 02/17/2023 Drywall Hang and Finish Continued MEP Rough-in - 02/20/2023 – 02/24/2023 Liner Panel Continued MEP Rough-in - 02/27/2023 – 03/03/2023 Air Handlers Paint Floor Corrections - 03/06/2023 – 03/10/2023 Paint MEP Finishes
Overall schedule: Attached
Progress photos and narratives:



1. Mezzanine Framing



2. Plumbing Rough-in



3. Sprinkler Rough-in



4. Mezzanine Wall Sheathing



February 17, 2023

Jeffrey Prillwitz
Project Manager for Bustang Outrider
Colorado Department of Transportation
Division of Transit and Rail
2829 W. Howard Place
Denver CO 80204

RE: Support for second daily Outrider bus between Denver and Gunnison / Crested Butte

Dear Mr. Prillwitz,

The Gunnison Valley RTA would like to offer our strong support for the concept of adding a second daily bus on the CDOT Outrider route between Denver and Gunnison/Crested Butte. The current service is very much appreciated and is used by members of our community and all of the other communities along the route with the result being very strong ridership numbers. We are also very grateful for the extension of the service to Crested Butte that you provided last year.

As you are aware, our new bus storage facility just south of Crested Butte will be complete in a few months and will be available for Outrider buses and we hope this will make it easier to add service to this route.

We understand that the current service has been so successful that there are times when the bus gets full. This is a good problem to have and is a testament to the high quality of service CDOT provides throughout the Outrider system. The addition of a second bus leaving Denver in the morning and Crested Butte in the afternoon would complement the existing service, provide redundancy, and make it much more convenient for people to use the outstanding service that you provide.

Thank you for considering our request and please contact our Executive Director Scott Truex at struex@gunnisonvalleyrta.org with any questions. Thank you.

Sincerely,

Janet R. Farmer
Board Chair,
Gunnison Valley RTA



February 17, 2023

Secretary Pete Buttigieg

U.S. Department of Transportation

1200 New Jersey Avenue SE

Washington, DC 20590

Subject: Support for the Mountain Express Bus Storage, Maintenance, and Operations Facility for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

To Secretary Buttigieg:

The Gunnison Valley Transportation Authority (GVRTA) is writing to express support for the Mountain Express Bus Storage, Maintenance, and Operations Facility that has been submitted for funding consideration through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program from the U.S. Department of Transportation. Since the inception of the GVRTA in 2002, we have worked together with the Mountain Express to provide fare free public transit in the Gunnison Valley.

The GVRTA and the Mountain Express have had a longstanding relationship collaborating on this project. We purchased and co-joined land jointly to promote a cohesive transit campus in the Whetstone Industrial Park. The GVRTA is currently in the process of building our portion of the campus and will open our facility for use in May of 2022. We have worked together as active partners to share costs related to site work including site readiness, NEPA analysis, utility installation and security.

The GVRTA is dedicated to this effort as the service the Mountain Express provides helps GVRTA riders reach their final destinations. The combined transit campus will allow for continued collaboration between us and ensures the fleets of both entities will remain in a state of good repair. We believe that the completion of this project will help the Mountain Express provide safe, efficient, and reliable public transit to our region and will help support the future evolution and growth of the Mountain Express.

We acknowledge the specific roles and responsibilities fulfilled by us in this partnership and look forward to the implementation of this project.

Sincerely,

Janet R. Farmer,
Board Chair
Gunnison Valley RTA



February 17, 2023

Secretary Pete Buttigieg

U.S. Department of Transportation

1200 New Jersey Avenue SE

Washington, DC 20590

SUBJECT: RAISE Grant – Access, Affordability and Safety for Workers in the Gunnison Valley

To Secretary Buttigieg:

The Gunnison Valley Transportation Authority (GVRTA) is writing to express our support for Gunnison County’s application for a FY23 RAISE Grant to advance design public infrastructure in Gunnison County that will make access to jobs safer and more affordable for the nearly 1,800 people who work in the tourism industry.

Colorado’s rural affordable housing crisis is nowhere more evident than in Crested Butte where many lower-wage workers must commute 25 – 30 miles by using our commuter bus system. The Whetstone community development will provide housing security for essential members of the community who have been facing housing challenges such as overcrowding, low quality/high utility cost, rising rents, or being frequently forced to move (due to home sales and conversions to short term rentals).

The cost of public infrastructure is a huge barrier to many workforce housing projects, and this is certainly the case with the Whetstone project. Roadway improvements, transit access, and bicycle/pedestrian facilities alone are anticipated to cost \$8 - \$10 million due to the difficult construction environment on the western slope. The Whetstone workforce housing project cannot move forward without the planned road improvements. The RAISE grant will be used for design development activities of the roadway infrastructure with construction funding to come from a variety of sources once plans are developed.

The proposed roundabout, pedestrian tunnel, and transit hub project meets all of the economic, quality of life, and equity goals of the RAISE program. A variety of partners are collaborating and invested in the success of the Whetstone workforce housing project that will be enabled through the RAISE grant and other local sources.

This is an important project to the community and economic sustainability of Gunnison County and the GVRTA strongly urges your support of Gunnison County’s grant application.

Sincerely,

Janet R. Farmer,
Board Chair
Gunnison Valley RTA

RESOLUTION NO. 1
Series 2023

**A RESOLUTION OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY
AMENDING THE POLICY FOR ELECTRONIC PARTICIPATION DURING BOARD
MEETINGS**

WHEREAS, the Gunnison Valley Transportation Authority (“GVTA”) is a political subdivision of the State of Colorado; and

WHEREAS, the GVTA Board of Directors meets on a monthly basis, with rules of procedure established by the Board; and

WHEREAS, the GVTA Board has determined that during certain situations such as a health pandemic or emergency affecting the GVTA and community that makes it impractical or imprudent to meet in person, that meetings may be conducted by telephone, electronically, or by other means of communication so as to provide maximum practical notice and the opportunity for public participation; and

WHEREAS, the GVTA Board has evaluated whether other circumstances may allow a Board member to appear and participate in a meeting electronically, and has determined that each Board member may appear and participate electronically no more than two (2) times per calendar year; and

WHEREAS, such policy will allow the GVTA to ensure that it has a quorum for the conduct of meetings, while also allowing Board members to attend to other matters that could impact their ability to attend a meeting; and

WHEREAS, the GVTA Board has determined that this policy is necessary for the health, safety and welfare of the GVTA and the community it serves.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GVTA, THAT:

1. Electronic Meeting of the Board. In the event a quorum is unable to meet at the day, hour, and place fixed by the rules and procedures of the GVTA because meeting in-person is not practical or prudent due to a health pandemic or emergency, meetings may be conducted by telephone, electronically, or by other means of communication so as to provide maximum practical notice. Meetings may be held by telephone, electronically, or by other means of communication if all of the following conditions are met:

a. The Executive Director or the Board Chair determines that meeting in person is not practical or prudent, because of a health pandemic or declaration of emergency affecting the Town;

- b. All members of the Board can hear one another or otherwise communicate with one another and can hear or read all discussion and testimony in a manner designed to provide maximum notice and participation;
- c. Members of the public present at the regular meeting location can hear or read all discussion, testimony and votes, unless not feasible due to the pandemic or emergency;
- d All votes are conducted by roll call;
- e Minutes of the meeting are taken and promptly recorded, and such records are open to public inspection; and
- f To the extent possible, full and timely notice is given to the public setting forth the time of the meeting, the fact that members of the Board are participating by telephone, and the right of the public to monitor the meeting from another location.

2. Board Member Electronic Participation. Any Board Member may participate in any regular or special meeting of the Board, up to two times per calendar year, subject to the following:

- a. The Board Member must provide notice to the Executive Director and Chair of the Board as soon as practicable in the circumstances. A Board member appearing electronically who has not provided advance notice shall not be deemed present for purposes of establishing a quorum and shall not be able to participate in the meeting.
- b. All members of the Board and public, whether present in person or electronically, can hear one another or otherwise communicate with one another and can hear or read all discussion and testimony in a manner designed to provide maximum participation.

This Policy shall apply to regular and special meetings of the Board of Directors of the GVTA.

INTRODUCED, READ, PASSED AND ADOPTED by the Board of Directors of the GVTA, this _____ day of February, 2023.

(SEAL)

Janet R. Farmer, Chair

Elizabeth K. Smith, Secretary

**RESOLUTION NO. 2
SERIES 2023**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY

WHEREAS, the Gunnison Valley Transportation Authority (“RTA”) intends to contract to purchase from Lazy K Development, LLC, a Colorado limited liability company, two townhome units within the Lazy K Subdivision described as:

Unit A, Building 104, Lazy K Subdivision, according to the Plat of Lazy K Subdivision Building 104 as recorded at Reception No. 688973; and

Unit A, Building 107, Lazy K Subdivision according to the Plat of Lazy K Subdivision Building 107 as recorded at Reception No. 688974.

WHEREAS, the RTA shall commit to paying the purchase price and closing costs as will be set forth in the contract; and

WHEREAS, the Commitment for Title Insurance issued to the RTA in connection with the above will contain a requirement that the RTA pass a Resolution authorizing the purchase of the subject property and indicating the name of the RTA officer authorized to sign documents and execute instruments affecting title to the subject property.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, that:

- Section 1. The RTA is authorized to purchase the subject property from Lazy K Development, LLC.
- Section 2. The Board hereby authorizes Scott Truex, Executive Director, to sign all documents necessary to complete the purchase of the aforementioned property, and to execute instruments affecting title to the property.
- Section 3. The RTA hereby authorizes the expenditure of funds necessary to meet the terms and obligations of purchasing said property, and paying necessary closing costs.

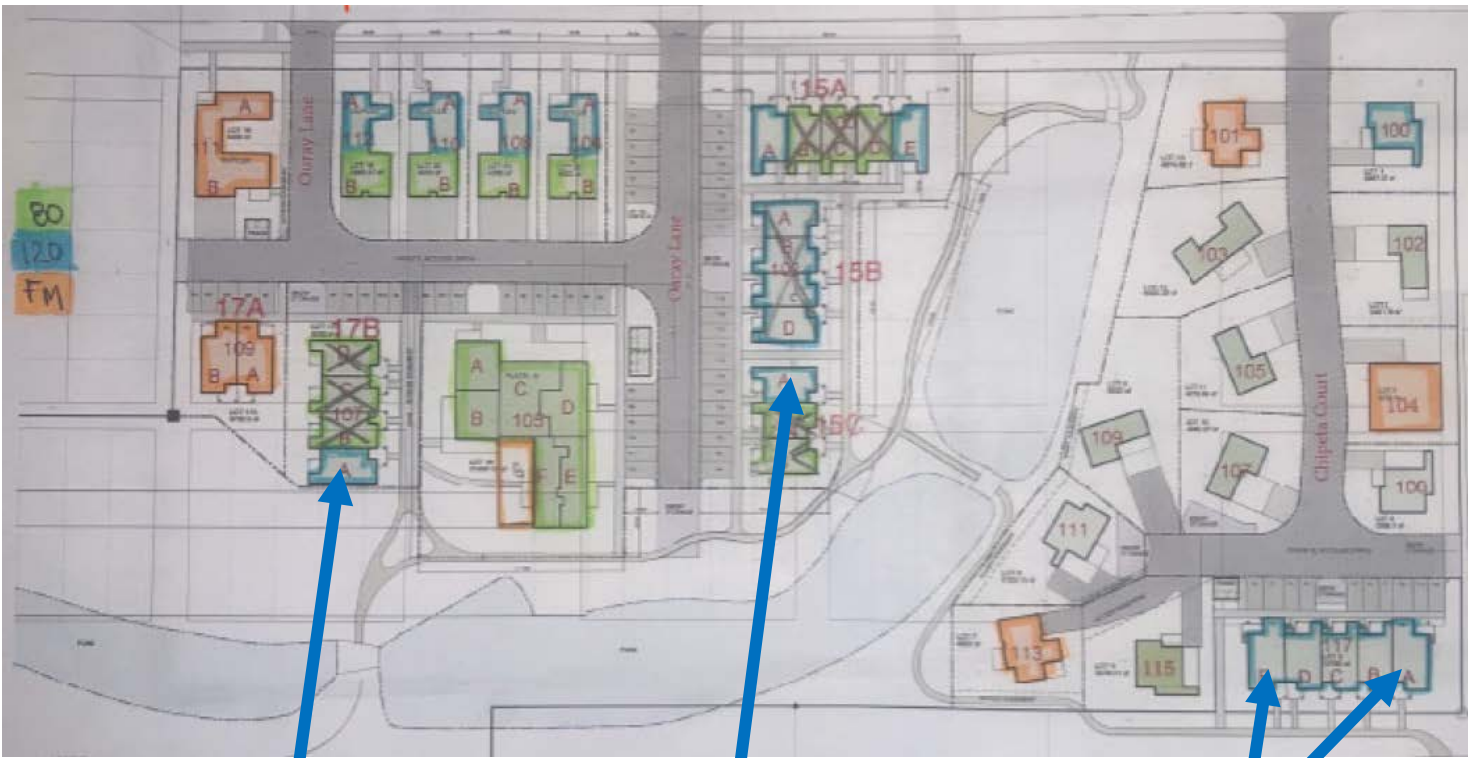
INTRODUCED, READ, PASSED AND ADOPTED by the RTA, this 17th day of February, 2023.

(SEAL)

Janet Farmer, Chair

Elizabeth K. Smith, Secretary

Potential Lazy K purchases:



2 Bedroom unit \$407,000

3 Bedroom unit \$417,000

Currently owned 5-Plex



Gunnison Valley RTA
Gunnison Transit Center
Analysis, Criteria, & Preferred Location

GVRTA Commuter Bus Service

The Commuter Bus portion of the GVRTA mission is to provide “a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor”. The GVRTA provides a “Commuter Bus” service. Commuter Bus is different from a Fixed Route transit system both philosophically and from a regulatory standpoint.

Philosophically, Commuter Bus service is intended to move large numbers of people one direction during the morning and the other during the evening. The GVRTA Commuter Bus service is set up to meet the needs of workers, and as a result, other passengers such as students, recreationalists, shoppers, and the general public also benefit by being able to use the system. Over 75% of GVRTA passengers ride the bus at least three days per week. In previous passenger surveys, data shows that 63% of winter passengers and 76% of summer passengers were commuting to/from work.

From a legal perspective, the definition of “Commuter Bus Service” is important to the GVRTA because the ADA does not require complementary paratransit to be provided with respect to Commuter Bus service operated by public entities, while entities operating Fixed Route service are required to do so.

Characteristics that define Commuter Bus service include:

- No attempt to comprehensively cover a service area
- Limited route structure
- Extended Length
- Operate predominately in one direction
- Limited stops, origins and destinations
- Interface with another mode of transportation
- Limited purposes of travel

Significant changes to the characteristics of the current GVRTA Commuter Bus service towards Fixed Route service could trigger complimentary ADA paratransit requirements which would require a substantial change the GVRTA mission and would add significant capital and annual operating costs.

Transit Center Elements

A transit center is a hub served by several transit lines and/or other modes of transportation. In their simplest form, transit centers typically provide sheltered waiting areas for transit users as they

wait for route-to-route and/or mode-to-mode transfers. More significant centers may include buildings that house an enclosed lobby area with ticket sales booths, an information center, dispatch for the various modes of transit, offices, staff break rooms, restrooms, and additional features such as multipurpose meeting rooms, and/or locations for other community entities.

Often, transit centers incorporate park-and-ride facilities and transit centers can be at the end of a transit route and/or located at a significant destination, such as a downtown or near a major shopping area. Prominent transit center facilities can create a more visible and permanent presence for transit service. For success, transit centers must be clean, safe and comfortable. Innovative transit center design can showcase environmentally sound construction practices, incorporating everything from recyclable building materials and solar panels to geothermal wells.

A transit center in the City of Gunnison would link GVRTA Commuter Bus service to other transit services in the valley including a potential future Fixed Route system within the City of Gunnison. Such a system will become necessary at some point in the future to serve the various residential and commercial areas within the city as well as the Gunnison – Crested Butte Regional Airport as the city continues to grow. This Fixed Route system will differ from the GVRTA Commuter Bus service in both legal and philosophical ways and the two systems should connect to each other and to other modes of transportation at a properly located transit center.

Transit centers include elements determined by the programmatic requirements of each individual project. It is important to consider not only these elements but also their layout and relationship to one another to meet service and operation requirements. Key elements of transit centers are detailed in the following tables.

(credit: Oregon’s Transportation and Growth Management Program -2013).

Key Elements of Transit Centers	
Element	Description
Sheltered Waiting Area	Either a collection of shelter structures with seating and/or an enclosed lobby area within a building. Clear sight lines are important between the waiting area and the bus loading area. It is a great opportunity to incorporate community-based art.
Ticket Vending and Information	Usually a number of automated ticket vending machines and/or retail counter with staff. Route maps, timetables, and “real-time” arrival and departure information should be available.
Bus Loading	A defined area for passengers to get on and off buses.
Bicycle Parking	Located near waiting area. A safe, secure and highly visible bicycle parking should be provided in an area that has limited potential for pedestrian conflicts. It may consist of racks and/or lockers.
Pedestrian Walkways	Located separate from other modes to avoid conflicts.
ADA Accessibility	ADA parking located closest to bus boarding area. ADA accessibility integrated throughout facility.
Optional Elements	
Staff Break Room/Restrooms	Transit centers provide a place for driver relief, satisfy labor requirements for breaks, and/or to switch drivers.

Commercial/Regional Bus Service	Some transit centers provide space for commercial (i.e. Greyhound) and/or other regional bus service.
Automobile Parking	Clear access and safe movement to and within the site for vehicles. Parking should be connected to the loading area and walkways yet it is best to isolate from bus access.
Passenger Drop-Off	Pick-up and drop-off near the passenger waiting area. This area should include parking spaces with time-limited parking (e.g., 15-minute parking). The location of the passenger drop-off areas should avoid conflicts with parked vehicles or buses.
Office Space	Office space for transit agency staff can be provided within the transit center building.
Meeting/Community Room	Provision of a multi-purpose room provides transit staff with conference room capability and the public with meeting space. Meeting rooms can also be made available to community groups on a free, but reservation-required, basis.

GVRTA Criteria for Gunnison Transit Center location

The GVRTA believes that the preferred location for a transit center should:

- Take into consideration and be close to where passengers are going.
 - Be within walking/biking distance from at least one area of affordable/worker housing
 - Be within walking/biking distance to Western Colorado University (students are prime users of transit)
 - Be within walking/biking distance to groceries and other essential shopping
- Have easy access for bicycles and pedestrians
- Have easy access to either Hwy 50 or Hwy 135
- Be located such that agencies can provide efficiency of routes within required headways
- Have space to provide day parking for GVRTA passengers
- Have space to provide long-term parking for Denver and Montrose Bustang Outrider passengers
- Consider the potential for transit-oriented development
- Have space to provide loading and unloading for:
 - Outbound GVRTA Commuter Bus to Crested Butte and Mt. Crested Butte
 - Inbound GVRTA Commuter Bus – heading through Gunnison to other bus stops before returning to the transit center to head back Northbound *
 - CDOT Bustang Outrider Intercity Bus between Crested Butte & Denver
 - Projected to be twice daily in the future
 - Future CDOT Bustang Outrider Intercity Bus between Crested Butte & Montrose
 - Future Gunnison Fixed Route Buses (Intra-City circulator, Airport, etc.)
 - Gunnison Hotel Shuttles
 - Passenger pickup and drop-off (friends, family, Uber, Lyft, etc.)

A transit center building should (at a minimum) provide a dispatch and information center, a waiting area, and restrooms. Community amenities including outdoor waiting areas and landscaping should create an attractive environment from the street and for the waiting passengers.

Possible Locations for a Gunnison Transit Center

Early discussions in the Draft Gunnison City Comprehensive Plan (Gunnison 2030) identified three possible locations for a Transit Center within the City of Gunnison.

- City owned property adjacent to the Gunnison Recreation Center (Spencer Ave)
- At the Gunnison Crested Butte Regional Airport
- On the vacant parcel at the northeast corner of New York Avenue and Pine Street
- An additional location was considered in this report at Teller Avenue and Hwy 50 next to the Chamber of Commerce Visitor’s Center

While the GVRTA has previously considered other possible locations for a transit center, these locations all have merit due to their advantage of currently being owned by public entities. Placing these four locations into a matrix based upon the criteria listed in the previous section yields the following results:

GVRTA Criteria Matrix for Gunnison Transit Center Location				
Criteria	Gunnison Recreation Center	Gunnison Crested Butte Regional Airport	NE Corner of New York Ave. and Pine Street	Teller & Hwy 50 by the Visitor's Center
Be within walking distance from at least one area of affordable/worker housing	Yes	No	?	Yes
Be within walking distance to Western Colorado University	Yes	No	No	Yes
Be within walking distance to groceries and other essential shopping	Yes	No	Yes	No
Have easy access for bicycles and pedestrians	Yes	No	Yes	Yes
Have easy access to either Hwy 50 or Hwy 135	Yes	Yes	Yes	Yes
Be located such that agencies can provide efficiency of routes within required headways	Yes	No	Yes	Yes
Have space to provide day parking for GVRTA passengers	Yes	?	No	No
Have space to provide long-term parking for Denver and Montrose Bustang passengers	Yes	Yes	No	No
Potential for transit-oriented development	?	?	?	?
Have space to provide loading and unloading for all of the various needs mentioned in the previous section	Yes	Yes	No	No

GVRTA Preferred Location for a Gunnison Transit Center

With the understanding that the City of Gunnison owns the land and has the final say, the GVRTA believes that the location on Spencer Avenue just south of the Gunnison Community Recreation Center is an ideal location for a transit center to serve the community. It is on the current Gunnison Valley RTA Commuter Bus route and this location can serve as a stop for GVRTA commuter coaches heading to Mt. Crested Butte and for GVRTA commuter coaches arriving from the north end of the valley before continuing on the current route through the City of Gunnison.*

CDOT’s Bustang – Outrider service to Denver now starts and ends in Crested Butte and makes a scheduled stop in Gunnison in both directions. GVRTA is working with CDOT to see if this service can be expanded from once-daily to twice-daily in the near future. Outrider service could easily use this location as their Intercity bus stop so that their passengers could connect to other

transportation modes. The fact that the location is close to WCU would help to ensure ridership on this route.

Future Bustang – Outrider service between Crested Butte and Montrose would also use the transit center and it is anticipated that some passengers will transfer between the Denver and Montrose buses allowing for service between Montrose and Salida (and beyond). This future service has been delayed due to the pandemic and the delayed completion of improvements on State Hwy 50 through the Little Blue Canyon, but could start as soon as 2024 or 2025.

Space is also available at this location for staging GVH senior buses, hotel shuttles, passenger drop-off as well as for future Fixed Route service within the City of Gunnison.

This location is in a high-density part of the community. It is close to the University, shopping at City Market, Walmart, & the businesses in the mini-malls, residential areas including newly built affordable housing, and the Community Center itself while still affording enough space to accommodate bus stops on the north side of Spencer Avenue and potentially along the west side of Colorado.

The street is currently wide enough to accommodate buses, vans, and motor coaches without interrupting vehicle or bicycle traffic flows. There is room on the site to add parking spaces as necessary. The only change required to the GVRTA Commuter Bus route would be to stop at the new transit center before heading north and after the WSU stop on Colorado Avenue. This would replace the current stop at the corner of Denver and Hwy 135 (the Mocha's stop) which would be abandoned.

A transit center at this location would provide a GVRTA dispatch/information center, a waiting area, and restrooms and possibly other community amenities. The Gunnison Community Recreation Center location on Spencer Avenue meets all of the needs for a successful transit center and would be an asset to the residents and guests of the City of Gunnison and the Gunnison Valley.

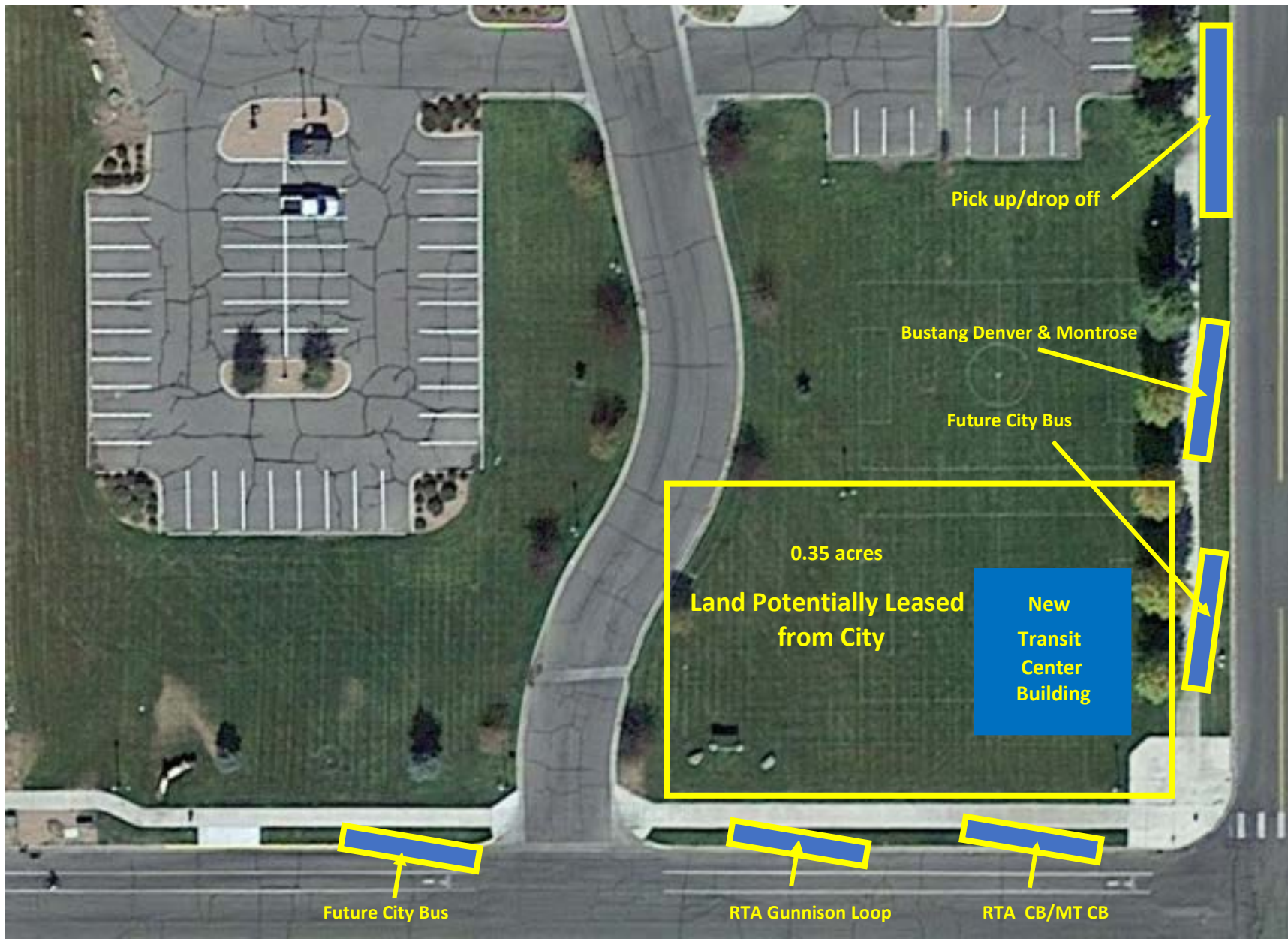
For these reasons the GVRTA has chosen The Gunnison Community Recreation Spencer location on Spencer Avenue to be our preferred location for a Gunnison Transit Center.

*Note on intra-city circulation within Gunnison:

GVRTA Commuter Bus service stopping at a Transit Center as it pulls into Gunnison on the north end of the City and also after looping through the City would allow people to get across the City in both directions. For example, a passenger going from Jorgenson Park to the Community School would be able to catch the GVRTA bus at the park on Teller Avenue, transfer buses at the Transit Center and continue over to the Community School on 11th Avenue.

Possible Draft Site Plan for future Gunnison Transit Center







RTA FREE BUS Schedule

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.

Beginning April 3, 2023

Northbound

NORTHBOUND																	
Gunnison to Mt. Crested Butte																	
Departs																Arrives	Arrives
Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway (Pine & Hwy 50)	Teller & Hwy 50	Western (Colorado & Ohio)	Denver & Hwy 135	Spencer & Hwy 135	Tall Texan (flag stop)	Ohio Creek (flag stop)	Almont (flag stop)	CB South (Red Mt. Park)	Riverland (flag stop)	Brush Creek (flag stop)	Riverbend (flag stop)	Arrives Crested Butte 4-Way	Arrives Mt. CB Transit Center
5:21 AM	5:24 AM	5:25 AM	5:27 AM	5:29 AM	5:32 AM	5:34 AM	5:38 AM	5:40 AM	5:42 AM	5:43 AM	5:50 AM	6:05 AM	6:11 AM	6:12 AM	6:13 AM	6:17 AM	6:25 AM
5:56 AM	5:59 AM	6:00 AM	6:02 AM	6:04 AM	6:07 AM	6:09 AM	6:13 AM	6:15 AM	6:17 AM	6:18 AM	6:25 AM	6:40 AM	6:46 AM	6:47 AM	6:48 AM	6:52 AM	7:00 AM
6:26 AM	6:29 AM	6:30 AM	6:32 AM	6:34 AM	6:37 AM	6:39 AM	6:43 AM	6:45 AM	6:47 AM	6:48 AM	6:55 AM	7:10 AM	7:16 AM	7:17 AM	7:18 AM	7:22 AM	7:30 AM
6:56 AM	6:59 AM	7:00 AM	7:02 AM	7:04 AM	7:07 AM	7:09 AM	7:13 AM	7:15 AM	7:17 AM	7:18 AM	7:25 AM	7:40 AM	7:46 AM	7:47 AM	7:48 AM	7:52 AM	8:00 AM
7:26 AM	7:29 AM	7:30 AM	7:32 AM	7:34 AM	7:37 AM	7:39 AM	7:43 AM	7:45 AM	7:47 AM	7:48 AM	7:55 AM	8:10 AM	8:16 AM	8:17 AM	8:18 AM	8:22 AM	8:30 AM
8:01 AM	8:04 AM	8:05 AM	8:07 AM	8:09 AM	8:12 AM	8:14 AM	8:18 AM	8:20 AM	8:22 AM	8:23 AM	8:30 AM	8:45 AM	8:51 AM	8:52 AM	8:53 AM	8:57 AM	9:05 AM
8:31 AM	8:34 AM	8:35 AM	8:37 AM	8:39 AM	8:42 AM	8:44 AM	8:48 AM	8:50 AM	8:52 AM	8:53 AM	9:00 AM	9:15 AM	9:21 AM	9:22 AM	9:23 AM	9:27 AM	9:35 AM
9:01 AM	9:04 AM	9:05 AM	9:07 AM	9:09 AM	9:12 AM	9:14 AM	9:18 AM	9:20 AM	9:22 AM	9:23 AM	9:30 AM	9:45 AM	9:51 AM	9:52 AM	9:53 AM	9:57 AM	10:05 AM
9:31 AM	9:34 AM	9:35 AM	9:37 AM	9:39 AM	9:42 AM	9:44 AM	9:48 AM	9:50 AM	9:52 AM	9:53 AM	10:00 AM	10:15 AM	10:21 AM	10:22 AM	10:23 AM	10:27 AM	10:35 AM
10:06 AM	10:09 AM	10:10 AM	10:12 AM	10:14 AM	10:17 AM	10:19 AM	10:23 AM	10:25 AM	10:27 AM	10:28 AM	10:35 AM	10:50 AM	10:56 AM	10:57 AM	10:58 AM	11:02 AM	11:10 AM
10:36 AM	10:39 AM	10:40 AM	10:42 AM	10:44 AM	10:47 AM	10:49 AM	10:53 AM	10:55 AM	10:57 AM	10:58 AM	11:05 AM	11:20 AM	11:26 AM	11:27 AM	11:28 AM	11:32 AM	11:40 AM
11:06 AM	11:09 AM	11:10 AM	11:12 AM	11:14 AM	11:17 AM	11:19 AM	11:23 AM	11:25 AM	11:27 AM	11:28 AM	11:35 AM	11:50 AM	11:56 AM	11:57 AM	11:58 AM	12:02 PM	12:10 PM
11:36 AM	11:39 AM	11:40 AM	11:42 AM	11:44 AM	11:47 AM	11:49 AM	11:53 AM	11:55 AM	11:57 AM	11:58 AM	12:05 PM	12:20 PM	12:26 PM	12:27 PM	12:28 PM	12:32 PM	12:40 PM
12:06 PM	12:09 PM	12:10 PM	12:12 PM	12:14 PM	12:17 PM	12:19 PM	12:23 PM	12:25 PM	12:27 PM	12:28 PM	12:35 PM	12:50 PM	12:56 PM	12:57 PM	12:58 PM	1:02 PM	1:10 PM
12:41 PM	12:44 PM	12:45 PM	12:47 PM	12:49 PM	12:52 PM	12:54 PM	12:58 PM	1:00 PM	1:02 PM	1:03 PM	1:10 PM	1:25 PM	1:31 PM	1:32 PM	1:33 PM	1:37 PM	1:45 PM
1:26 PM	1:29 PM	1:30 PM	1:32 PM	1:34 PM	1:37 PM	1:39 PM	1:43 PM	1:45 PM	1:47 PM	1:48 PM	1:55 PM	2:10 PM	2:16 PM	2:17 PM	2:18 PM	2:22 PM	2:30 PM
2:16 PM	2:19 PM	2:20 PM	2:22 PM	2:24 PM	2:27 PM	2:29 PM	2:33 PM	2:35 PM	2:37 PM	2:38 PM	2:45 PM	3:00 PM	3:06 PM	3:07 PM	3:08 PM	3:12 PM	3:20 PM
2:46 PM	2:49 PM	2:50 PM	2:52 PM	2:54 PM	2:57 PM	2:59 PM	3:03 PM	3:05 PM	3:07 PM	3:08 PM	3:15 PM	3:30 PM	3:36 PM	3:37 PM	3:38 PM	3:42 PM	3:50 PM
3:31 PM	3:34 PM	3:35 PM	3:37 PM	3:39 PM	3:42 PM	3:44 PM	3:48 PM	3:50 PM	3:52 PM	3:53 PM	4:00 PM	4:15 PM	4:21 PM	4:22 PM	4:23 PM	4:27 PM	4:35 PM
3:56 PM	3:59 PM	4:00 PM	4:02 PM	4:04 PM	4:07 PM	4:09 PM	4:13 PM	4:15 PM	4:17 PM	4:18 PM	4:25 PM	4:40 PM	4:46 PM	4:47 PM	4:48 PM	4:52 PM	5:00 PM
4:21 PM	4:24 PM	4:25 PM	4:27 PM	4:29 PM	4:32 PM	4:34 PM	4:38 PM	4:40 PM	4:42 PM	4:43 PM	4:50 PM	5:05 PM	5:11 PM	5:12 PM	5:13 PM	5:17 PM	5:25 PM
4:51 PM	4:54 PM	4:55 PM	4:57 PM	4:59 PM	5:02 PM	5:04 PM	5:08 PM	5:10 PM	5:12 PM	5:13 PM	5:20 PM	5:35 PM	5:41 PM	5:42 PM	5:43 PM	5:47 PM	5:55 PM
5:31 PM	5:34 PM	5:35 PM	5:37 PM	5:39 PM	5:42 PM	5:44 PM	5:48 PM	5:50 PM	5:52 PM	5:53 PM	6:00 PM	6:15 PM	6:21 PM	6:22 PM	6:23 PM	6:27 PM	6:35 PM
6:01 PM	6:04 PM	6:05 PM	6:07 PM	6:09 PM	6:12 PM	6:14 PM	6:18 PM	6:20 PM	6:22 PM	6:23 PM	6:30 PM	6:45 PM	6:51 PM	6:52 PM	6:53 PM	6:57 PM	7:05 PM
7:01 PM	7:04 PM	7:05 PM	7:07 PM	7:09 PM	7:12 PM	7:14 PM	7:18 PM	7:20 PM	7:22 PM	7:23 PM	7:30 PM	7:45 PM	7:51 PM	7:52 PM	7:53 PM	7:57 PM	8:05 PM
8:01 PM	8:04 PM	8:05 PM	8:07 PM	8:09 PM	8:12 PM	8:14 PM	8:18 PM	8:20 PM	8:22 PM	8:23 PM	8:30 PM	8:45 PM	8:51 PM	8:52 PM	8:53 PM	8:57 PM	9:05 PM
9:06 PM	9:09 PM	9:10 PM	9:12 PM	9:14 PM	9:17 PM	9:19 PM	9:23 PM	9:25 PM	9:27 PM	9:28 PM	9:35 PM	9:50 PM	9:56 PM	9:57 PM	9:58 PM	10:02 PM	10:10 PM
10:06 PM	10:09 PM	10:10 PM	10:12 PM	10:14 PM	10:17 PM	10:19 PM	10:23 PM	10:25 PM	10:27 PM	10:28 PM	10:35 PM	10:50 PM	10:56 PM	10:57 PM	10:58 PM	11:02 PM	11:10 PM

All Buses are Wheelchair Accessible

For more information, please call Alpine Express at **970-641-4111**.

www.GunnisonValleyRTA.com

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. Struex@gunnisonvalleyrta.org. 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.



RTA FREE BUS Schedule

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.

Beginning April 4, 2022

Southbound

SOUTHBOUND									
Mt. Crested Butte to Gunnison									
Departs									Arrives
Mt. CB Transit Center	Crested Butte 4-Way	Riverbend (flag stop)	Brush Creek (flag stop)	Riverland (flag stop)	CB South (Red Mt. Park)	Almont (flag stop)	Ohio Creek (flag stop)	Tall Texan (flag stop)	Gunnison Recreation Center
6:40 AM	6:48 AM	6:50 AM	6:51 AM	6:52 AM	7:00 AM	7:14 AM	7:22 AM	7:23 AM	7:26 AM
7:15 AM	7:23 AM	7:25 AM	7:26 AM	7:27 AM	7:35 AM	7:49 AM	7:57 AM	7:58 AM	8:01 AM
7:45 AM	7:53 AM	7:55 AM	7:56 AM	7:57 AM	8:05 AM	8:19 AM	8:27 AM	8:28 AM	8:31 AM
8:15 AM	8:23 AM	8:25 AM	8:26 AM	8:27 AM	8:35 AM	8:49 AM	8:57 AM	8:58 AM	9:01 AM
8:45 AM	8:53 AM	8:55 AM	8:56 AM	8:57 AM	9:05 AM	9:19 AM	9:27 AM	9:28 AM	9:31 AM
9:20 AM	9:28 AM	9:30 AM	9:31 AM	9:32 AM	9:40 AM	9:54 AM	10:02 AM	10:03 AM	10:06 AM
9:50 AM	9:58 AM	10:00 AM	10:01 AM	10:02 AM	10:10 AM	10:24 AM	10:32 AM	10:33 AM	10:36 AM
10:20 AM	10:28 AM	10:30 AM	10:31 AM	10:32 AM	10:40 AM	10:54 AM	11:02 AM	11:03 AM	11:06 AM
10:50 AM	10:58 AM	11:00 AM	11:01 AM	11:02 AM	11:10 AM	11:24 AM	11:32 AM	11:33 AM	11:36 AM
11:25 AM	11:33 AM	11:35 AM	11:36 AM	11:37 AM	11:45 AM	11:59 AM	12:07 PM	12:08 PM	12:11 PM
12:00 PM	12:08 PM	12:10 PM	12:11 PM	12:12 PM	12:20 PM	12:34 PM	12:42 PM	12:43 PM	12:46 PM
12:30 PM	12:38 PM	12:40 PM	12:41 PM	12:42 PM	12:50 PM	1:04 PM	1:12 PM	1:13 PM	1:16 PM
1:00 PM	1:08 PM	1:10 PM	1:11 PM	1:12 PM	1:20 PM	1:34 PM	1:42 PM	1:43 PM	1:46 PM
1:30 PM	1:38 PM	1:40 PM	1:41 PM	1:42 PM	1:50 PM	2:04 PM	2:12 PM	2:13 PM	2:16 PM
2:00 PM	2:08 PM	2:10 PM	2:11 PM	2:12 PM	2:20 PM	2:34 PM	2:42 PM	2:43 PM	2:46 PM
2:45 PM	2:53 PM	2:55 PM	2:56 PM	2:57 PM	3:05 PM	3:19 PM	3:27 PM	3:28 PM	3:31 PM
3:35 PM	3:43 PM	3:45 PM	3:46 PM	3:47 PM	3:55 PM	4:09 PM	4:17 PM	4:18 PM	4:21 PM
4:05 PM	4:13 PM	4:15 PM	4:16 PM	4:17 PM	4:25 PM	4:39 PM	4:47 PM	4:48 PM	4:51 PM
4:45 PM	4:53 PM	4:55 PM	4:56 PM	4:57 PM	5:05 PM	5:19 PM	5:27 PM	5:28 PM	5:31 PM
5:15 PM	5:23 PM	5:25 PM	5:26 PM	5:27 PM	5:35 PM	5:49 PM	5:57 PM	5:58 PM	6:01 PM
5:45 PM	5:53 PM	5:55 PM	5:56 PM	5:57 PM	6:05 PM	6:19 PM	6:27 PM	6:28 PM	6:31 PM
6:15 PM	6:23 PM	6:25 PM	6:26 PM	6:27 PM	6:35 PM	6:49 PM	6:57 PM	6:58 PM	7:01 PM
6:50 PM	6:58 PM	7:00 PM	7:01 PM	7:02 PM	7:10 PM	7:24 PM	7:32 PM	7:33 PM	7:36 PM
7:20 PM	7:28 PM	7:30 PM	7:31 PM	7:32 PM	7:40 PM	7:54 PM	8:02 PM	8:03 PM	8:06 PM
8:20 PM	8:28 PM	8:30 PM	8:31 PM	8:32 PM	8:40 PM	8:54 PM	9:02 PM	9:03 PM	9:06 PM
9:20 PM	9:28 PM	9:30 PM	9:31 PM	9:32 PM	9:40 PM	9:54 PM	10:02 PM	10:03 PM	10:06 PM
10:25 PM	10:33 PM	10:35 PM	10:36 PM	10:37 PM	10:45 PM	10:59 PM	11:07 PM	11:08 PM	11:11 PM
11:25 PM	11:33 PM	11:35 PM	11:36 PM	11:37 PM	11:45 PM	11:59 PM	12:07 AM	12:08 AM	12:11 AM

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February 17, 2023

Cathie Pagano
Director of Gunnison County Community and Economic Development
221 N Wisconsin St. Suite D
Gunnison, CO 81230

Dear Ms. Pagano,

Thank you for the opportunity to comment on the Wildflower at CB Land Use Application.

We have reviewed the application and have determined that the subdivision as presented may have some impact on the operations of the Gunnison Valley RTA. Therefore, we have the following comments to make regarding the application.

Since the proposed subdivision is on our commuter bus route, we anticipate that at some point in the future a request will be made for the GVRTA to add bus stops to serve the residents of the subdivision. While we are not committing to serve the subdivision at this time, we request that the developer agree to construct bus pullouts on both sides of County Rd. 740 similar to the pullouts the GVRTA has constructed along Hwy 135 as part of any approval. This would allow for future service by the GVRTA or another transit provider to serve the subdivision when it is appropriate to do so.

Going forward, the GVRTA plans to request that any subdivision proposed along our commuter route that will have more than 50 units in the subdivision at buildout also construct bus pullouts.

Please contact me if you have any questions regarding this comment.

Please thank the Planning Commission for allowing us the opportunity to comment and please keep us informed as to the progress of the application.

Sincerely,

Scott Truex,
Executive Director
Gunnison Valley RTA