



Meeting Notice

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

March 24, 2023 at 8:00 a.m.

**In the Crested Butte Council Chambers
located in the Crested Butte Town Offices,
507 Maroon Avenue in Crested Butte.**

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 – MARCH 24, 2023
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 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 FEBRUARY 17, 2023 MEETING MINUTES
- D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT
- E. CORRESPONDENCE
- F. OLD BUSINESS
 - 1) Air program reports
 - 2) 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) Update on Housing Purchase – Scott Truex
 - 8) 2022-23 winter air service update – Bill Tomcich
 - 9) 2023 summer air service update – Bill Tomcich
 - 10) Airport survey – winter 22-23 – update – Bill Tomcich & Leia Morrison
 - 11) Bus Storage Facility Construction update – Scott Truex & Leia Morrison
 - 12) Gunnison Transit Center discussion – Scott Truex & Leia Morrison
 - 13) Capital purchases – Scott Truex, Leia Morrison, and Danny Bartelli – discussion
 - Bus stop shelter installations – update and discussion
 - Aprons at Gunnison maintenance facility – update and discussion
 - 14) Review of RFQ process – Scott Truex - discussion

9:25 G. PUBLIC COMMENT PERIOD

9:30 H. COMMENTS FROM BOARD MEMBERS & STAFF

9:35 I. NEW BUSINESS

- 1) Authorization of the Board Chair to sign a Master Lease Agreements with AEX, Inc. in order to allow AEX, Inc. to lease Lazy K, Units 104A and 107A to their employees providing services for the GVRTA – Scott Truex – **motion & decision requested**

9:45 J. ADJOURNMENT OF REGULAR MEETING

Optional tour of the north valley bus storage facility at Whetstone Industrial Park to follow.

Next Meeting – May 5, 2023 at 8:00 a.m. in the Gunnison County Courthouse. All times are approximate – the meeting may move more quickly or more slowly than indicated.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

February 17, 2023

Board of County Commissioners Room

A. INTRODUCTION

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

Board members in attendance: Janet Farmer, Jim Miles, Boe Freeburn, Jason MacMillan, Liz Smith, Laura Puckett Daniels

Also present: Scott Truex, Leia Morrison, Bill Tomcich, Jon Galle, Jeff Moffett, Rick Lamport, John Norton (ZOOM), and community members.

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

Liz Smith ***moved to approve the consent agenda with moving item 11 to before item 1 under new business in the agenda.*** Jim Miles seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3) Airport Update

Rick Lamport thanked everyone for coming out for the grand opening of the new terminal. Rick discussed operations at the airport and the impact of recent flight cancellations. He also reported that the airport will be looking to update their rates and fees and have hired a consultant to perform a study and make recommendations.

4) Tourism and Prosperity Partnership Association Report - John Norton reported that the 2022/2023 ski season continues to book airline seats later in the season, more so than in the past. JSX is loaded to Dallas for the summer which TAPP is looking forward to. He shared that TAPP believes that the fact that American isn't going to fly to Dallas this summer is good news as they see Denver as our most important airline hub. TAPP will be promoting the Bikes Fly Free to Dallas heavily.

5) Bus service update

Scott Truex reported that ridership in January was up 54.5% from last year, and up 2,300 passengers over December (our previous record). Scott discussed many of the statistics that were included in the packet. He created an emissions report showing that the RTA buses reduced valley-wide carbon dioxide emissions by up to 2.3 million kilograms in 2022. He reported that there were over 12,000 senior trips in 2022. He also reported that ten of the last twelve months have been record ridership numbers. The CNG fueling station went down again for about fifty-two hours last month and Scott reported that we continue to have issues with this fueling facility. We do have two drivers in the five plex and there are two more than may be moving in. Staffing issues are due to lack of drivers, especially on the weekends. He reported that there are staffing issues on the senior bus service as well. The board had a discussion about potentially utilizing RTA housing for future senior bus drivers. Lastly, Scott reported that the electric bus demonstration was canceled by the vendor.

6) Update on Bus Purchase

Scott Truex reported that the two new CNG buses will arrive in April. We have been given the pre-grant award authority by CDOT. These buses will be additions to the fleet, not replacements which will allow us to increase our future schedule.

7) 2022-23 winter air service update

Bill Tomcich reported on final January numbers. With the addition of JSX, we exceeded the previous year's numbers. Load factors were comparable, and a little higher. Our January numbers were the strongest that Gunnison has seen since 2009. For 2023, we have a good mix of capacity to meet demand. Bill reported on the MRG results and current state of bookings for United, American and JSX.

Spring/Summer

Bill reported that we will be down to one flight a day for the April/May schedules. There will be a midday turn instead of an overnight. Beginning June 2nd, the aircraft will be updated to an E175. This upgrade will utilize satellite-based navigation. JSX is now loaded for the summer with four flights per week from June 2- September 4. United's Houston service is still yet to be determined. American is not planning on having any new routes from their DFW hub this summer. Liz asked what we might expect with the new satellite-based procedures, and Bill said that we would have lower landing minimums, and increased reliability.

8)) Airport survey

Nothing to report. David Becker does appreciate being included in Rick's IROP emails. Bill will follow up to see if they are still doing surveys.

9) Bus Storage Facility Construction update

Scott reported that the interior photos are in the packet. Construction is scheduled to be complete once the frost is off the ground. Currently, we have spent all of the 2.2 million in grant funds and are now spending local funds. We are on track to complete the project within our budget. We anticipate that when the new buses arrive in April, we will be able to store them in

there but the project won't be fully complete until May or June. The board is invited to tour the facility after the next board meeting in Crested Butte in March.

G. PUBLIC COMMENT PERIOD

No one here for public comment

H. COMMENTS FROM BOARD MEMBERS AND STAFF

New Business

11) (Moved by motion of the Board) Discussion regarding the 2023-2024 Airplanners, LLC consulting agreement and potential conflicts of interest due to Airplanners' relationship with the Montrose Airport. Liz Smith explained to the board that after thinking through it, she felt that it warranted a more robust discussion with the board. She does understand the proposal but sees the possible conflict of interest with the Gunnison/Montrose airport as a more complicated addition to the agreement. Janet feels comfortable with the current relationships with Air Planners. Jim Miles agreed with Janet. Jason asked about checks and balances to better anticipate potential conflicts of interest. Bill said he has been sensitive to this since day one, so he will be exclusively involved with Gunnison, and his new partner, Matt Skinner will be exclusively with Montrose. He feels very comfortable being able to maintain the separation. Liz Smith also spoke about how periodically going through a public RFP process can help an organization work through these issues. Bill did talk to Scott this fall and he didn't see it as an issue. The contract is for two years. Laura Puckett Daniels added that ensuring we are stewarding the public funds appropriately is healthy; in two years, it would be appropriate to do this and expressed that public process is valuable and should be considered on an occasional basis. Scott shared his perspective that Airplanners, Social Firekeeper, and Scott Truex are as close to employees of the RTA as possible. Scott will research what other firms are available and what an RFP process would look like. He will put it on the agenda for March. Jim Miles says this is the smoothest board he is on and that everything continues to run well with no conflicts and that the information is transparent. Exploration of the RFP process will be on the next agenda.

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

Jim Miles ***moved to authorize the Board Chair to sign the letters of support.*** Jason MacMillan seconded the motion, which passed unanimously.

2) Resolution Number 1, Series 2023 - A RESOLUTION OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY AMENDING THE POLICY FOR ELECTRONIC PARTICIPATION DURING BOARD MEETINGS

Jason MacMillan ***moved to adopt Resolution Number 1, Series 2023.*** Jim Miles seconded the motion, which passed unanimously.

3) Air Command committee appointment to replace Roland Mason

Janet recommended Liz Smith replace Roland Mason. Laura ***moved to appoint Liz Smith to the Air Command.*** Jim Miles seconded the motion, which passed unanimously.

4) Request for return of fully refundable deposit from Fading West Development, LLC –

After discussion, Jason MacMillan ***moved to request the return of our \$380,000 fully refundable deposit.*** Jim Miles seconded the motion, which passed unanimously.

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

After discussion, Liz Smith ***moved to adopt Resolution Number 2, Series 2023.*** Boe Freeburn seconded the motion, which passed unanimously.

6) Authorization of the Board Chair to sign a contract for the purchase of two housing units at the Lazy K parcel in Gunnison

After discussion, Liz Smith ***moved to authorize the board chair to sign a contract to purchase two housing units at the Lazy K parcel in Gunnison.*** Jim Miles seconded the motion, which passed unanimously.

7) Adoption of GVRTA Gunnison Transit Center Analysis, Criteria, and Preferred

Location – Scott Truex reviewed the analysis and reiterated that the best location plan is the Gunnison Rec Center. If approved, we would like to approach the city council on March 14th with a plan and proposed lease of the land. Jim Miles sees a potential parking problem and suggested that the RTA could expand the parking with RTA paying for that expense. Boe Freeburn is also in support of this location in terms of convenience but to consider that phase 3 of the Recreation Center is still under discussion. Jason agreed with the location and asked if any future grants coming up could be used at the four-way stop in Crested Butte. Scott said that would be a completely different grant. Laura Puckett Daniels is concerned with taking up field space. Liz Smith is also concerned with lack of parking and reduction of field space. Scott said that a key to a transit center is line of sight from the waiting area to the bus stops and reported that there could be a significant drainage issues where the west parcel is.

After further discussion, Boe Freeburn moved to adopt Gunnison Transit Center Analysis, Criteria, and Preferred Location document as presented. Jim Miles seconded, which passed unanimously.

8) Approval of Spring, Summer, & Fall bus schedule – Scott Truex

This proposed schedule includes 28 round trips, which is up from 19 last. An increased year round schedule will help us employ our drivers year round, hopefully resulting in a steady work force of drivers. Jim Miles ***moved to approve the Spring, Summer, and Fall bus schedule as presented.*** Boe Freeburn seconded the motion, which passed unanimously.

9) Comments to Gunnison County regarding the Wildflower at CB subdivision land use application – Scott Truex

The RTA requests 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. Liz questioned if the threshold of 50 units would also be used when considering service to future subdivisions; Scott replied that there are variables such as proximity to the current route. After further discussion, Liz Smith ***moved to approve the Comments to Gunnison County regarding the Wildflower at CB subdivision land use application.*** Jim Miles seconded the motion, which passed unanimously.

10) Capital purchases – Scott Truex, Leia Morrison, and Danny Bartelli –

- i. Tire Changing Equipment - Three bids were procured and the equipment ordered.
- ii. Bus lifts - Three bids were procured and the equipment ordered.
- iii. Bus stop shelter installations – The bus shelters have been ordered but we have not been able to get any quotes for the installation. Scott Truex requests permission to circumvent the procurement policy and go with Lacy Construction.
- iv. Aprons at Gunnison maintenance facility.
- v. Garage door tune-ups – update and discussion

After discussion, Boe Freeburn ***moved to move forward with Lacy Construction to install the four shelters in the City of Gunnison this spring in an amount not to exceed the budgeted item of \$30,000 while allowing staff to negotiate with another entity if one materializes.*** Jim Miles seconded the motion, which passed unanimously.

The meeting adjourned at 10:08 am

These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on March 24, 2023.

Elizabeth K. Smith, Secretary



January, 2023 - Financial Report:

This report was prepared for the GVRTA Board of Directors on March 16, 2023 with information provided by the County Finance Department and shows posted revenues through January, 2023 and expenditures through January, 2023.

Sales Tax Revenues:

Gunnison Valley Transportation Authority Sales Tax Revenues								
Month	2020	2021	2022	Budget 2023	Actual 2023	% vs Budget	% Change 22-23	Projected 2023
Jan	\$ 313,013	\$ 365,491	\$ 445,739	\$ 452,000	\$ 471,040.98	4.2%	5.7%	\$ 471,041
Feb	\$ 315,712	\$ 392,187	\$ 464,948	\$ 472,000				\$ 464,948
Mar	\$ 245,671	\$ 460,733	\$ 559,798	\$ 568,000				\$ 559,798
April	\$ 205,492	\$ 310,227	\$ 332,944	\$ 338,000				\$ 332,944
May	\$ 233,927	\$ 347,074	\$ 386,830	\$ 393,000				\$ 386,830
June	\$ 373,164	\$ 539,591	\$ 591,654	\$ 601,000				\$ 591,654
July	\$ 509,375	\$ 635,020	\$ 694,821	\$ 705,000				\$ 694,821
Aug	\$ 464,055	\$ 555,011	\$ 630,918	\$ 640,000				\$ 630,918
Sept	\$ 472,333	\$ 546,497	\$ 576,404	\$ 555,000				\$ 576,404
Oct	\$ 364,890	\$ 412,742	\$ 431,654	\$ 419,000				\$ 431,654
Nov	\$ 296,457	\$ 359,587	\$ 381,165	\$ 365,000				\$ 381,165
Dec	\$ 426,868	\$ 487,011	\$ 515,927	\$ 494,000				\$ 515,927
Year-to-date	\$ 313,013	\$ 365,491	\$ 445,739	\$ 452,000	\$ 471,040.98	4.2%	5.7%	
Full Year	\$ 4,220,957	\$ 5,411,171	\$ 6,012,802	\$ 6,002,000		0.6%	0.4%	\$ 6,038,104

Gunnison Valley Transportation Authority Financial Report - January, 2023				
	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Distribution of Sales Tax Revenues among GVRTA funds	\$ 471,040.98	\$ 6,002,000	\$ 36,104	\$ 6,038,104
(Future months are projected flat to 2022)				
Sales Tax to General Fund	\$ 471,040.98	\$ 3,232,000	\$ 536,104	\$ 3,768,104
Sales Tax to Capital Fund		\$ 1,350,000	\$ -	\$ 1,350,000
Sales Tax to Air Command Fund		\$ 1,000,000	\$ (500,000)	\$ 500,000
Sales Tax to Senior Transportation Fund		\$ 420,000	\$ -	\$ 420,000
	\$ 471,040.98	\$ 6,002,000	\$ 36,104	\$ 6,038,104



GVRTA Fund Reports:

GVRTA General Fund		YTD	2023		2023
Financial Report - January, 2023		Actual	Adopted	Revisions	Projected
		\$	\$	\$	\$
Beginning Fund Balance		1,541,925	1,415,484	126,441	1,541,925
Revenues					
Sales Tax Revenues		\$ 471,040.98	\$ 3,232,000	\$ 536,104	\$ 3,768,104
Sales Tax - Clerk		\$ 3,491.72	\$ 30,000	\$ -	\$ 30,000
Interest Charges			\$ 2,000	\$ 250	\$ 2,250
Other Fines			\$ 10,000	\$ -	\$ 10,000
Rental Income		\$ 5,170.00	\$ 80,000	\$ -	\$ 80,000
Earnings on Investments		\$ 8,039.12	\$ 25,000	\$ 5,000	\$ 30,000
5311 A & O FTA 5311 Admin. & Operating Grant			\$ 242,618	\$ -	\$ 242,618
Total Revenues		\$ 487,741.82	\$ 3,621,618	\$ 541,354	\$ 4,162,972
Expenditures:					
Postage			\$ 100	\$ -	\$ 100
Supplies & Equipment Under \$4,000			\$ 4,000	\$ -	\$ 4,000
Building Repair and Maintenance			\$ 30,000	\$ -	\$ 30,000
Travel - Transportation			\$ 8,000	\$ -	\$ 8,000
Travel - Meals			\$ 6,000	\$ -	\$ 6,000
Travel - Lodging			\$ 6,000	\$ -	\$ 6,000
Legal Services		\$ 233.33	\$ 8,000	\$ -	\$ 8,000
Contracted Temporary Help - Marcy & RAE			\$ 12,000	\$ -	\$ 12,000
Contract Svcs - SFK, GPS, & Bus Stop Maint.		\$ 7,307.88	\$ 62,000	\$ -	\$ 62,000
Management Services - TMS		\$ 15,600.00	\$ 93,600	\$ -	\$ 93,600
Meetings - Registrations			\$ 2,000	\$ -	\$ 2,000
State Fees			\$ 34,000	\$ -	\$ 34,000
Treasurer's Fees		\$ 6,823.18	\$ 65,000	\$ 2,000	\$ 67,000
Late Night Taxi Donation			\$ 30,000	\$ -	\$ 30,000
Advertising, Notices, & Website			\$ 20,000	\$ -	\$ 20,000
Dues & Memberships		\$ 13,827.34	\$ 20,000	\$ -	\$ 20,000
Auditing			\$ 8,500	\$ -	\$ 8,500
Insurance & Bonds		\$ 15,996.28	\$ 18,000	\$ -	\$ 18,000
Utilities			\$ 14,400	\$ -	\$ 14,400
Investment Commissions/Fees			\$ 100	\$ -	\$ 100
Transfer to County General Fund		\$ 1,043.25	\$ 12,660	\$ -	\$ 12,660
5311 - A Management Services - TMS		\$ 15,600.00	\$ 93,600	\$ -	\$ 93,600
5311 - o Diesel Fuel		\$ 14,691.28	\$ 125,000	\$ -	\$ 125,000
5311 - o CNG Fuel		\$ 35,316.50	\$ 415,000	\$ -	\$ 415,000
5311 - o Repair & Maintenance - Vehicles		\$ 60,449.79	\$ 500,000	\$ -	\$ 500,000
5311 - o Purchased Transportation Services		\$ 228,012.42	\$ 2,525,000	\$ -	\$ 2,525,000
Total Expenditures		\$ 414,901.25	\$ 4,112,960	\$ 2,000	\$ 4,114,960
Ending General Fund Balance		\$ 1,614,765	\$ 924,142	\$ 665,795	\$ 1,589,937
Report shows posted revenues through January and expenditures through January.					
Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.					

GVRTA Fund Reports:

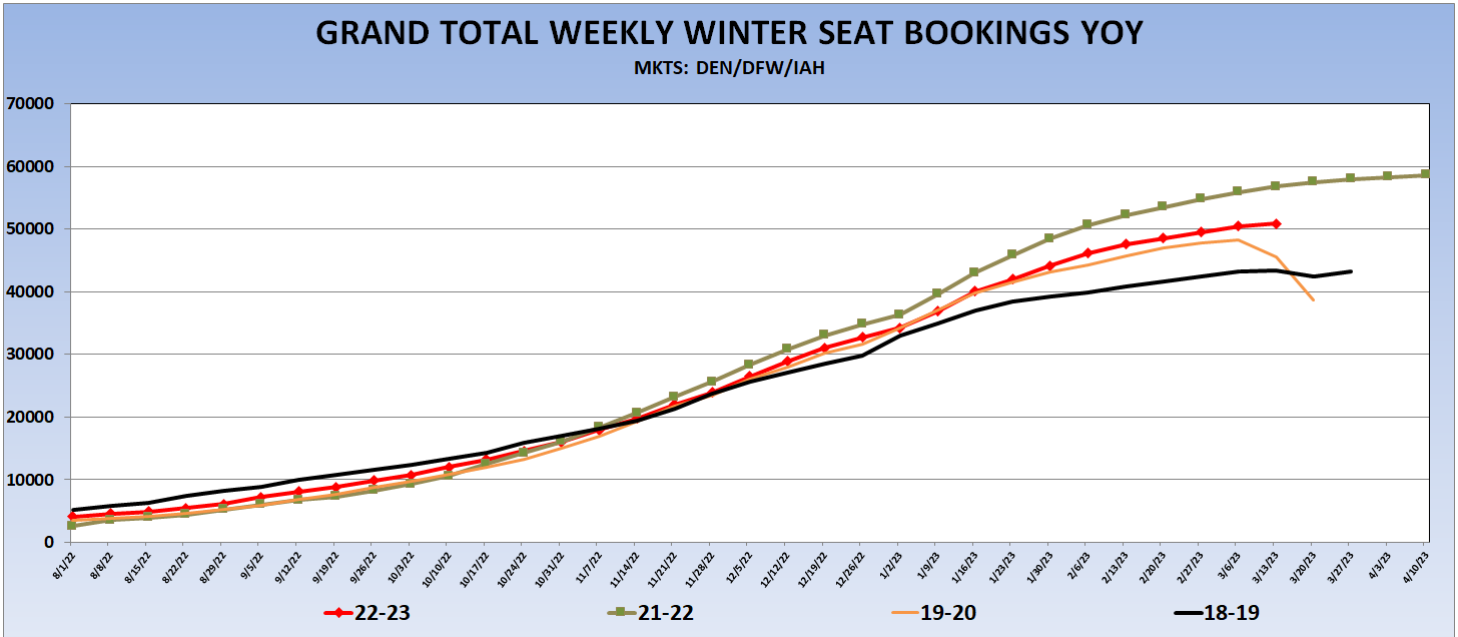
		2023 Adopted Budget	Revisions	2023 Projected
GVRTA Capital Reserve Fund Financial Report - January, 2023				
Beginning Fund Balance	\$ 2,739,383	\$ 2,674,625	\$ 64,758	\$ 2,739,383
Revenues:				
Sales Tax Revenues		\$ 1,350,000	\$ -	\$ 1,350,000
Refund of Expenditures (Fading West Deposit)		\$ -	\$ 380,000	\$ 380,000
SB 267 State Capital Grant (facility)		\$ -	\$ -	\$ -
5339 - c Federal Capital Grant (bus)		\$ 1,236,800	\$ -	\$ 1,236,800
Total Revenues	\$ -	\$ 2,586,800	\$ 380,000	\$ 2,966,800
Expenditures:				
5339 - c Bus Purchase		\$ 1,545,000	\$ -	\$ 1,545,000
SB 267 Facility Design and Construction	\$ 210,276.54	\$ 1,240,000	\$ 64,758	\$ 1,304,758
Gunnison Transit Center Design and Construction		\$ -	\$ -	\$ -
Housing Purchase	\$ 2,000.00	\$ 1,900,000	\$ 206,000	\$ 2,106,000
Capital Improvements		\$ 570,000	\$ -	\$ 570,000
Total Expenditures	\$ 212,276.54	\$ 5,255,000	\$ 270,758	\$ 5,525,758
Ending Fund Balance	\$ 2,527,106	\$ 6,425	\$ 174,000	\$ 180,425
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.				
GVRTA Air Command Fund Financial Report - January, 2023				
Beginning Fund Balance	\$ 2,149,854	\$ 2,148,977	\$ 877	\$ 2,149,854
Revenues:				
Sales Tax Revenues	\$ -	\$ 1,000,000	\$ (500,000)	\$ 500,000
Refund from JSX for winter 22-23	\$ -	\$ -	\$ 99,000	\$ 99,000
SCASD Grant	\$ -	\$ 200,000	\$ (200,000)	\$ -
Total Revenues	\$ -	\$ 1,200,000	\$ (601,000)	\$ 599,000
Expenditures:				
Airline Guarantees - Winter		\$ 781,000	\$ (331,000)	\$ 450,000
Professional Services -Airplanners & RRC	\$ 14,526.29	\$ 102,000	\$ -	\$ 102,000
Payment to Airport for Airline Mechanic Subsidy		\$ 36,000	\$ 6,000	\$ 42,000
Airline Guarantees - Summer		\$ 700,000	\$ (700,000)	\$ -
Total Expenditures	\$ 14,526.29	\$ 1,619,000	\$ (1,025,000)	\$ 594,000
Ending Fund Balance	\$ 2,135,328	\$ 1,729,977	\$ 424,877	\$ 2,154,854
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.				
GVRTA Senior Transportation Fund Financial Report - January, 2023				
Beginning Fund Balance	\$ 371,262	\$ 367,010	\$ 4,252	\$ 371,262
Revenues:				
Sales Tax Revenues	\$ -	\$ 420,000	\$ -	\$ 420,000
Total Revenues	\$ -	\$ 420,000	\$ -	\$ 420,000
Expenditures:				
Capital Expenses		\$ 120,000	\$ -	\$ 120,000
Contracted Services	\$ 25,997.77	\$ 355,000	\$ -	\$ 355,000
Total Expenditures	\$ 25,997.77	\$ 475,000	\$ -	\$ 475,000
Ending Fund Balance	\$ 345,264	\$ 312,010	\$ 4,252	\$ 316,262
Report shows posted revenues through January and expenditures through January.				
Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.				

Summary of all Funds

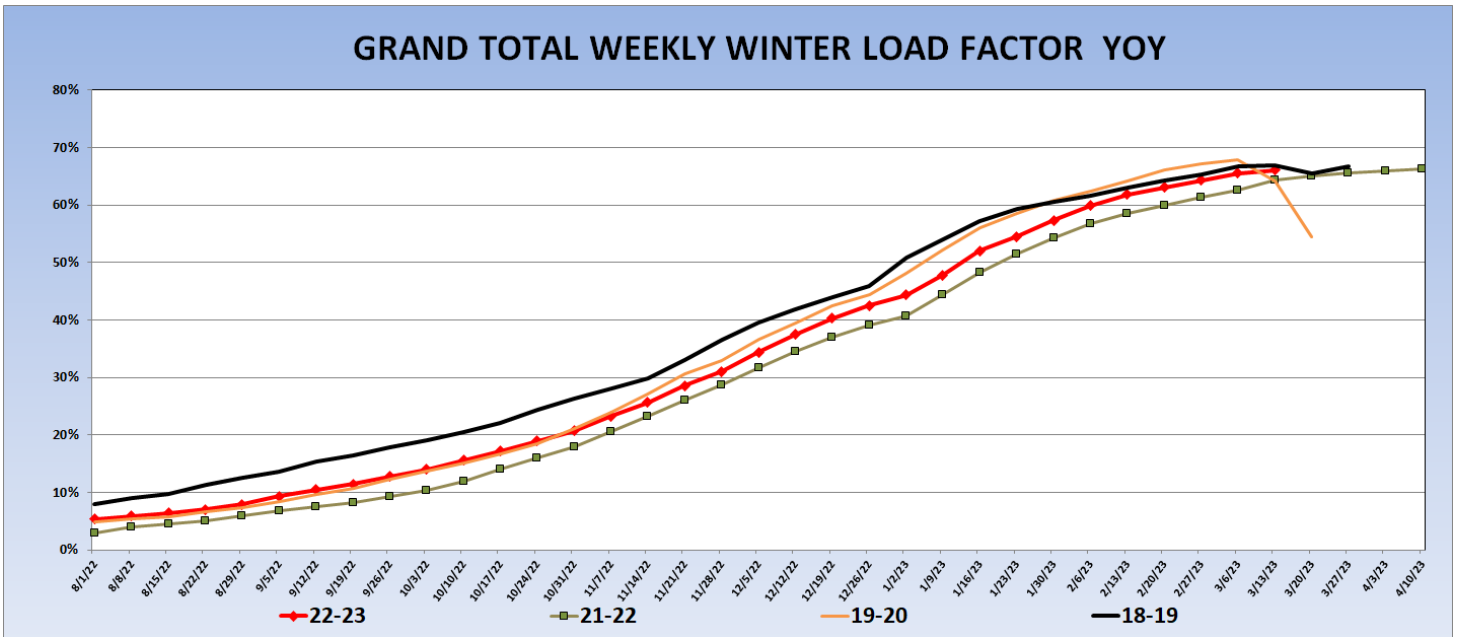
GVRTA Total Revenues and Expenditures  Financial Report - January, 2023		YTD Actual	2023 Adopted Budget	Revisions	2023 Projected	
Beginning Fund Balance		\$ 6,802,424	\$ 6,606,096	\$ 196,328	\$ 6,802,424	
Revenues:		\$ 487,742	\$ 7,828,418	\$ 320,354	\$ 8,148,772	
Expenditures:		\$ 667,702	\$ 11,461,960	\$ (752,242)	\$ 10,709,718	
Ending Fund Balance		\$ 6,622,464	\$ 2,972,554	\$ 1,268,924	\$ 4,241,478	
Report shows posted revenues through January and expenditures through January. Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.						
GVRTA Summary of all Funds  Financial Report - January, 2023		2023 Actual Beginning Balance	YTD Current Balances	2023 Adopted Budget Ending Balance	Revisions	2023 Projected Ending Balance
Fund Balances						
Unrestricted General Fund Balance		\$ 1,541,925	\$ 1,614,765	\$ 924,142	\$ 665,795	\$ 1,589,937
Capital Reserve Fund Balance		\$ 2,739,383	\$ 2,527,106	\$ 6,425	\$ 174,000	\$ 180,425
Air Command Fund Balance		\$ 2,149,854	\$ 2,135,328	\$ 1,729,977	\$ 424,877	\$ 2,154,854
Senior Transportation Fund Balance		\$ 371,262	\$ 345,264	\$ 312,010	\$ 4,252	\$ 316,262
Total Fund Balance		\$ 6,802,424	\$ 6,622,464	\$ 2,972,554	\$ 1,268,924	\$ 4,241,478
Report shows posted revenues through January and expenditures through January. Report prepared by Scott Truex with information from the County Finance department on March 16, 2023.						

Air Program Reports – Winter, 22–23 as of 3/13/2023:

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

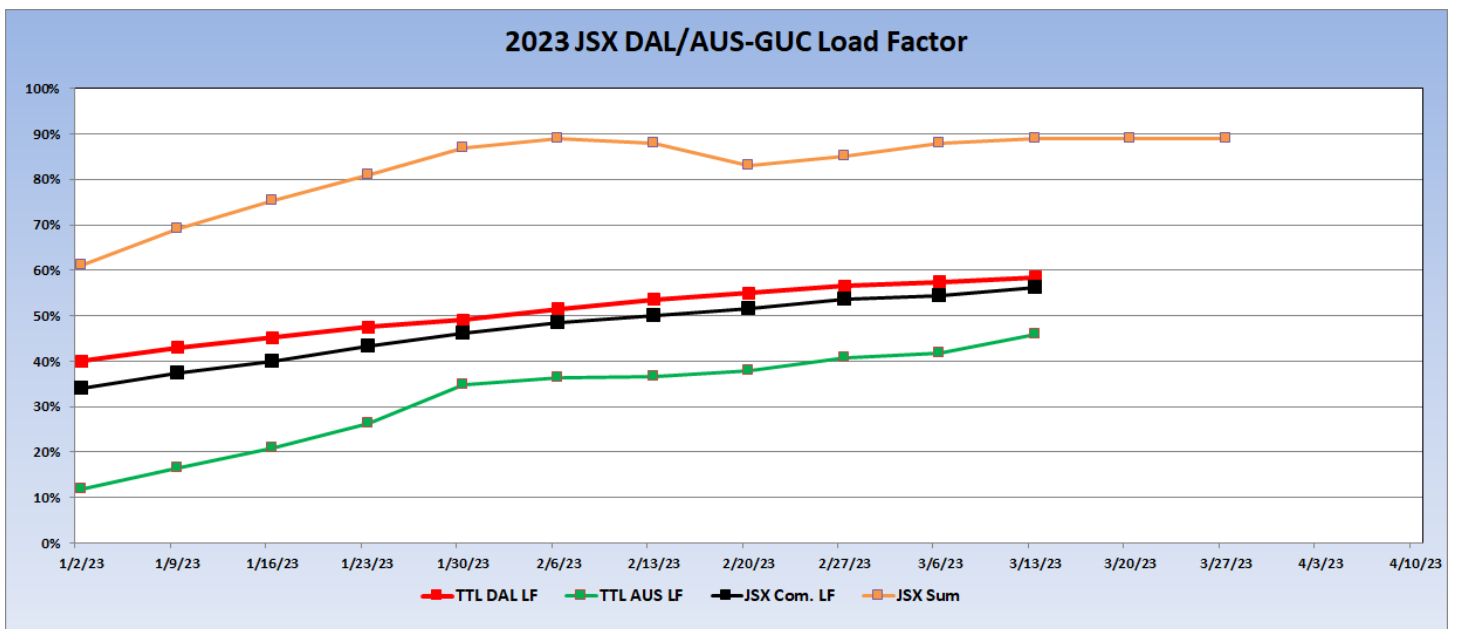
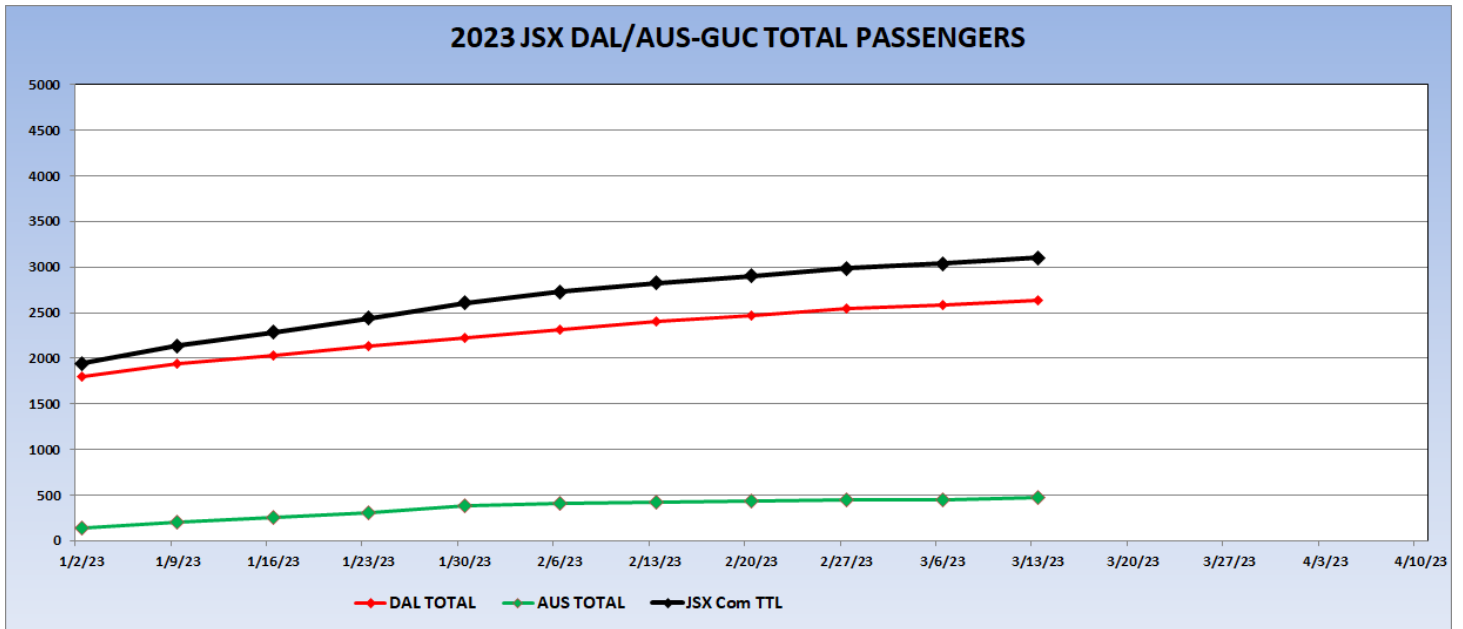


All Flights – Total Load Factor vs three of the last four years (excluding 20-21):



Air Program Reports – Winter, 22–23 as of 23/13/2023:

JSX Report:



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						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.		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.		
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	148	5,171	5,023	0.189	21,035	0.793
February	27,282	1,951	10,238	2,469	92,961	352,662	259,701	9.519	121	5,317	5,197	0.190	20,345	0.746
March	31,026	2,159	10,541	3,192	102,329	401,059	298,730	9.628	153	6,047	5,894	0.190	20,947	0.675
April	11,469	1,223	5,893	1,781	57,166	148,255	91,088	7.942	86	2,235	2,150	0.187	11,710	1.021
May	11,549	1,176	5,997	1,130	51,231	149,289	98,058	8.491	57	2,251	2,194	0.190	11,918	1.032
June	16,952	1,139	6,383	1,112	53,610	219,131	165,521	9.764	56	3,304	3,248	0.192	12,684	0.748
July	20,315	1,170	6,761	1,311	58,142	262,603	204,461	10.065	65	3,959	3,894	0.192	13,436	0.661
August	18,527	1,177	6,120	1,781	58,675	239,490	180,815	9.760	86	3,611	3,525	0.190	12,161	0.656
September	17,473	1,137	6,145	1,487	55,842	225,866	170,024	9.731	73	3,405	3,333	0.191	12,211	0.699
October	14,393	1,178	6,605	1,182	55,790	186,052	130,262	9.050	60	2,805	2,746	0.191	13,125	0.912
November	15,761	1,393	9,013	562	65,429	203,735	138,307	8.775	34	3,072	3,037	0.193	17,910	1.136
December	38,665	2,156	11,027	3,071	104,314	499,805	395,491	10.229	148	7,536	7,387	0.191	21,912	0.567
Total	249,945	18,022	95,307	22,161	857,003	3,230,926	2,373,923	9.498	1,087	48,714	47,627	0.191	189,393	0.758

Automobile emissions vs. GVRTA bus emissions:

3.7 automobile trips create the same amount of CO2 as the average GVRTA bus trip.

One car trip creates the same amount of NOx as 3.233 average GVRTA bus trips.

The RTA averaged 13.9 passengers per bus in 2022.

RNG vs. Diesel:

With 3/4 of our fleet powered by RNG, we produced 85,371 Kg less CO2 and 3,039 Kg less NOx emissions than if all buses were diesel.

Note: The assumption is that our RNG powered buses (equipped with an EGR) produce .001035 Kg of NOx emissions per gallon of RNG used.

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 0.0055 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 .001035 Kg of NOx emissions.

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.

Bus program reports – February, 2023

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2023										2022			YOY	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	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	26,533	12.3	855.9	14,450	54.5%		
February	38,202	1,951	2,198	65,189	28	19.6	1,364.4	27,282	14.0	974.4	10,920	40.0%		
Total	79,185	4,074	4,641	136,099	59	19.4	1,342.1	53,815	13.1	912.1	25,370	47.1%		

Passengers by Stop – Winter, 2022 - 2023:

2022-2023 Winter RTA Bus Boardings by Bus Stop																				Northbound	
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	
February	28	1,204	742	1,799	1,677	2,121	2,287	1,599	1,708	2,012	430	742	1,062	2,032	507	84	98	159	1,306	21,062	
March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
April	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	98	3,580	2,112	6,010	5,872	7,183	8,011	5,100	5,470	6,676	1,533	2,044	3,296	6,324	1,680	285	293	405	3,493	67,687	

2022-2023 Winter RTA Bus Boardings by Bus Stop														Southbound	
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		
February	28	9,768	5,441	83	104	90	588	2,045	387	42	365	272	17,140		
March	-	-	-	-	-	-	-	-	-	-	-	-	-		
April	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total	98	32,600	16,930	403	335	287	1,890	6,243	1,317	112	1,152	905	55,931		

CB South Ridership Winter 2022-23							
Month	# of days	Last Year Riders	Last Year Change	22-23 CB South Passengers %	22-23 Pass. / Per Day	22-23 1-Way Bus Trip	
November	8	1,051	581	470	80.9%	131	
December	31	5,226	4,596	630	13.7%	169	
January	31	4,688	3,397	1,291	38.0%	151	
February	28	5,172	3,696	1,476	39.9%	185	
March	-	-	-	-	-	-	
April	-	-	-	-	-	-	
Total	98	16,137	12,270	3,867	31.5%	165	

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	28	980	976	91.8%	97.4%	99.0%	0.5%	0.5%
March								
April								
Total	98	3,430	3,394	89.6%	95.7%	97.5%	1.8%	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	28	980	975	87.4%	96.1%	98.3%	1.1%	0.6%
March								
April								
Total	98	3,430	3,396	85.7%	94.2%	97.1%	1.7%	1.3%

Average:				87.7%	94.9%	97.3%	1.7%	1.0%
-----------------	--	--	--	--------------	--------------	--------------	-------------	-------------

Late/Missed Runs & Incidents – February, 2023


2/01-2/28/2023				
Date	Late run	Missed Runs	Reason	Incidents
1-Feb	12:51 PM NB	N/A	LEFT 12 MINS LATE-PRE TRIP LONG	N/A
2-Feb	N/A	N/A	DRVR MISSED CBS ON 5:56 AM NB-FORGOT	N/A
5-Feb	N/A	N/A	POLICE INCIDENT-FIGHT ON 10:25 PM SB	N/A
8-Feb	7PM-12AM	N/A	"BLIZZARD" AFFECTED 2 DRVRS	N/A
9-Feb	6:41 AM NB 2 RTS	N/A	SNOW & SNOW PLOWS	N/A
11-Feb	N/A	1:26 PM NB & 2:45 PM SB	DRVR SHORTAGE	N/A
11-Feb	N/A	2:41 PM NB, 3:26 PM NB	DRVR SHORTAGE	N/A
11-Feb	N/A	4:41 PM NB & 4:45 PM SB	DRVR SHORTAGE	N/A
13-Feb	7:01 PM NB	N/A	DRVR STARTED 10 MINS LATE-LONG PRETRIP	N/A
14-Feb	SEVERAL	N/A	SOME DELAYS DUE 2 WEATHER-NOT MORE THAN 10 MINS	N/A
15-Feb	9:11 AM NB & 12:51 PM NB	N/A	BOTH RUNS LATE-WAITING FOR HANDOFF AT REC CTR 15 MINS/10 MINS	N/A
15-Feb	N/A	N/A	9:15 AM BUS SPUN OUT ON GOTHIC RD	N/A
15-Feb	7:11 AM NB	N/A	STARTED ST SPENCER & HWY 135 AT 7:30 AM	N/A
16-Feb	N/A	3:30 PM SB	BUS BROKE DOWN HWY 135 & SPENCER	N/A
17-Feb	1:41 PM NB	N/A	WAITING FOR HANDOFF AT REC CTR- 7 MINS LATE	N/A
22-Feb	SEVERAL PM	N/A	WIND, SNOW, SLOW TRAFFIC-10 MINS AT MOST	N/A
22-Feb	N/A	N/A	10:26 AM NB DIDN'T GO UP GOTHIC TO MTN-BLIZZARD	N/A
22-Feb	N/A?	N/A	BUS BROKE DOWN @ 10:30 PM/SWITCHED BUSES	N/A
24-Feb	9:11 AM NB	N/A	WAITING FOR HANDOFF AT REC CTR- 10 MINS LATE	N/A
24-Feb	12:51 PM	N/A	STARTED 1:14 PM-NO REASON GIVEN	N/A
26-Feb	N/A	1:41 PM NB	DISPATCH ERROR	N/A
27-Feb	11:31 AM NB	12:55 PM SB	BROKE DOWN HWY 135 N OF ALMONT ON 11:31 AM NB-MISSED RUN/SWITCHED BUSES	N/A
28-Feb	9:11 AM NB	N/A	WAITING FOR HANDOFF AT REC CTR- 15 MINS LATE	N/A
28-Feb	N/A	N/A	8:41 AM NB DIDN'T GO UP GOTHIC TO MTN/ACCIDENT ON GOTHIC	N/A
28-Feb	10:26 AM NB	N/A	VERY LATE-ROAD BLOCK/ACCIDENT ON GOTHIC-TIME??	N/A

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.
Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)											
2023														
January	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	146	7,988	7,842	0.191	23,694	0.578
February	38,202	1,951	11,018	3,389	107,500	493,820	386,320	10.113	163	7,446	7,283	0.191	21,896	0.573
March														
April														
May														
June														
July														
August														
September														
October														
November														
December														
Total	79,185	4,074	22,942	6,386	216,993	1,023,589	806,595	10.186	309	15,433	15,125	0.191	45,590	0.576

Automobile emissions vs. GVRTA bus emissions:
4.12 automobile trips create the same amount of CO2 as the average GVRTA bus trip.
One car trip creates the same amount of NOx as 2.575 average GVRTA bus trips.
The RTA averaged 19.4 passengers per bus in this time period.

RNG vs. Diesel:
 With 80% of our fleet powered by RNG, we produce 9,977 Kg less CO2 and 686 Kg less NOx emissions than if all were diesel.
 Note: The assumption is that our RNG powered buses (equipped with an EGR) produce .001035 Kg of NOx emissions per gallon of RNG used.
 RNG buses produce 97% less Particulate Matter (PM) as compared to diesel buses.

Notes for Calculations:
 Each one way trip by bus creates approximately 53.263 Kg of CO2 emissions and 0.0757 Kg of NOx emissions.
 Each one-way trip by automobile creates approximately 12.927 Kg of CO2 emissions and 0.1950 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 GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and .001035 Kg of NOx emissions.
 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	Miles	Miles	
January		5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817	-	-	4,374	69,981	70,910
February		9,478	11,125	6,475	16,604	5,546	1,375	5,862	8,605			576	65,646	65,189
Total		15,265	22,161	14,092	25,047	13,891	9,824	11,975	18,422			4,950	135,627	136,099
Year Purch.	2016	2016	2017	2018	2019	2019	2020	2021	2023	2023				
Cur. Odom.	500,229	495,992	402,473	342,877	297,482	334,795	205,513	109,647						

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	Total	
January		\$ 6,558	\$ 430	\$ 17,452	\$ 3,370	\$ 692	\$ 1,328	\$ 143	\$ 929			\$ 29,548	\$ 60,450
February		\$ 1,026	\$ 1,259	\$ 2,441	\$ 1,016	\$ 595	\$ 1,148	\$ 369	\$ 1,060			\$ 21,589	\$ 30,503
Total		\$ 7,584	\$ 1,689	\$ 19,893	\$ 4,386	\$ 1,287	\$ 2,476	\$ 512	\$ 1,989	\$ -	\$ -	\$ 51,137	\$ 90,953

Senior Transportation Report

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	937	240	1,177	3,424	3,989	7,413	\$ 18,197	\$ 7,801	\$ 25,998
February	948		948	3,465		3,465	\$ 20,970		\$ 20,970
March			-			-			\$ -
April			-			-			\$ -
May			-			-			\$ -
June			-			-			\$ -
July			-			-			\$ -
August			-			-			\$ -
September			-			-			\$ -
October			-			-			\$ -
November			-			-			\$ -
December			-			-			\$ -
Total	1,885	240	2,125	6,889	3,989	10,878	\$ 39,167	\$ 7,801	\$ 46,968

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



**Project Status Report
02/28/2023**

Potential change orders:
Additional 220 outlets
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
RFI#14 Washsink clearance - Answered
RFI#15 Exhaust fan structure - Open
Submittals pending
233416 - Exhaust fans product data - resubmittal
238200 – convection unit heaters
260923 – interior light control shop drawings
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
102800 – Toilet, Bath, and Laundry Accessories
104400 - Fire Protection Specialties
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
260923 - Lighting controls
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.
Floor areas to be resurfaced have been identified and will be ground, filled and sealed.
Material Delivery 08 36 13 - Sectional Doors 09 21 16 - Drywall 22 10 05 - Gas Piping 26 05 33 - Conduit 06 83 16 - Liner Panel 22 30 00 - Boilers
Known Labor or material delivery issues Ductwork Shipping Delayed
Attachments: 4 week look ahead schedule: 2/27/2023 – 3/3/2023 Electrical Rough-in (Open Area) Natural Gas Piping to Equipment Liner Panel (Wash bay) Finish/Textured Drywall 3/6/2023 – 3/10/2023 Continued Duct-Work Continued Liner Panel (Wash bay) Continued Finish/Textured Drywall 3/13/2023 – 3/17/2023 HVAC Controls Door Hardware Continued Duct-Work Paint (Prime/1st coat) 3/20/2023 – 3/24/2023 MEP Finishes

Floor Grinding / Patching
Air Handlers

Overall schedule: Attached

Progress photos and narratives:



1. Fire Riser Assembled in Mechanical Room.



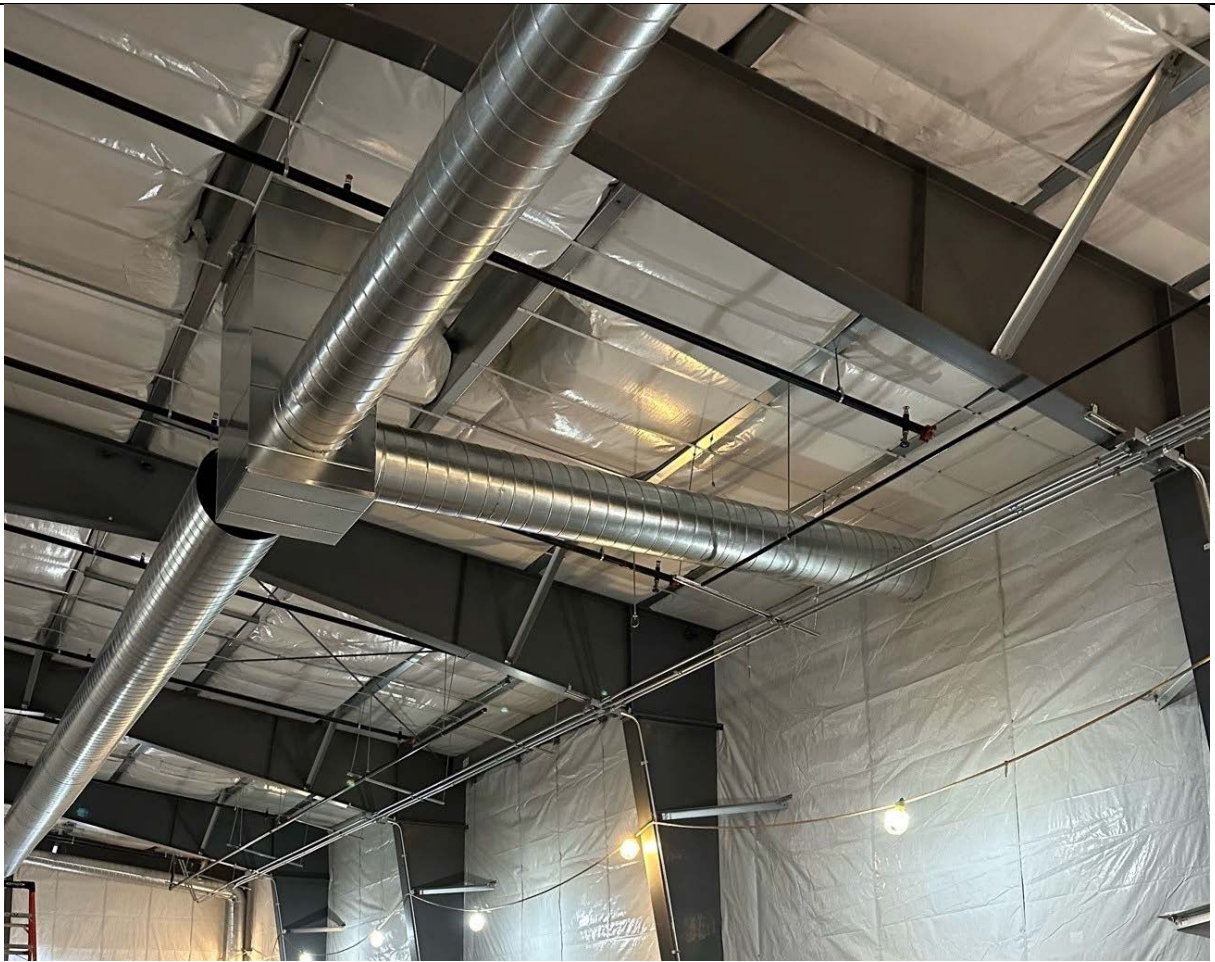
2. Roof Curbs for Air Handlers Installed.



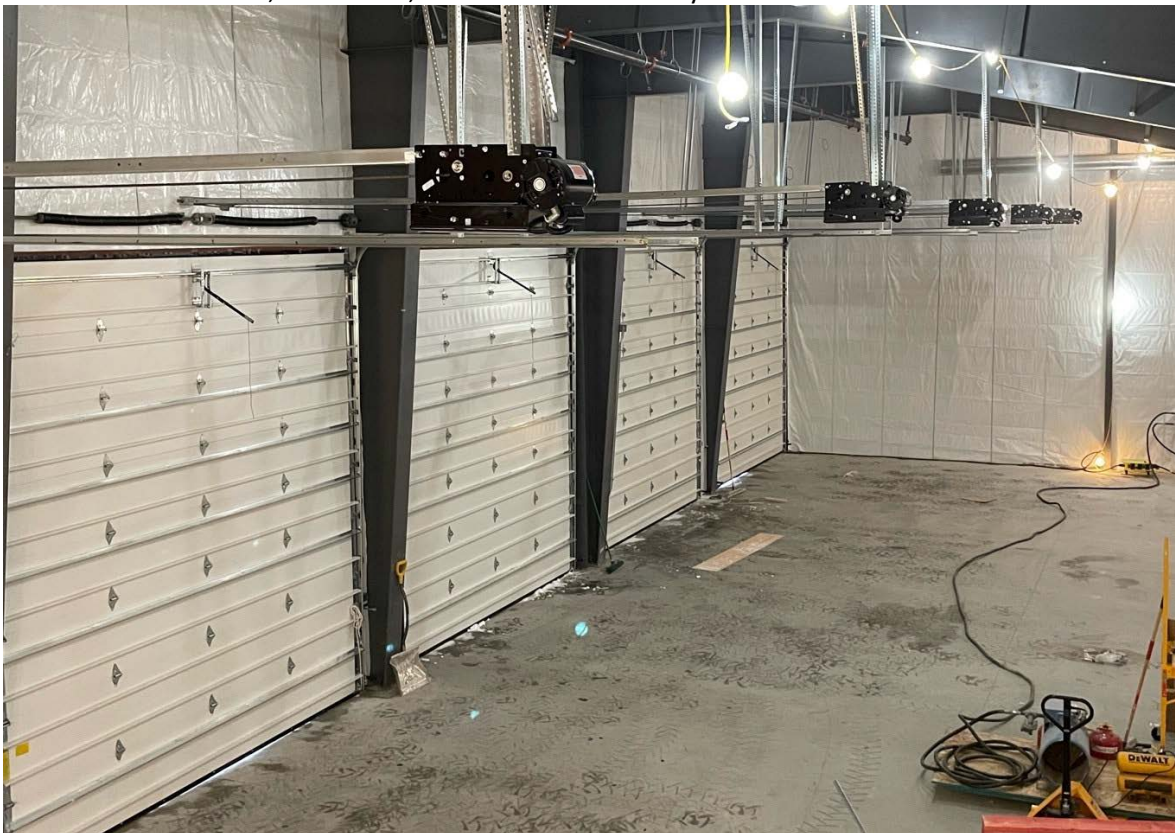
3. Sectional Garage Doors Installed in All Six Bays.



4. Drywall and Hollow Metal Doors Hung Outside Mechanical Room.



5. Line, Ductwork, and Conduit Raceways Installation on South Wall.



6. Garage Door Openers Installed.

Gunnison Transit Center - Preferred Draft Site Plan



New Parking
(approx. 70-75 added spaces)

PREFERRED SITE PLAN

New Parking

Future City Bus

Bustang Denver & Montrose

0.35 acres Land to be Leased from City

New Transit Center Building

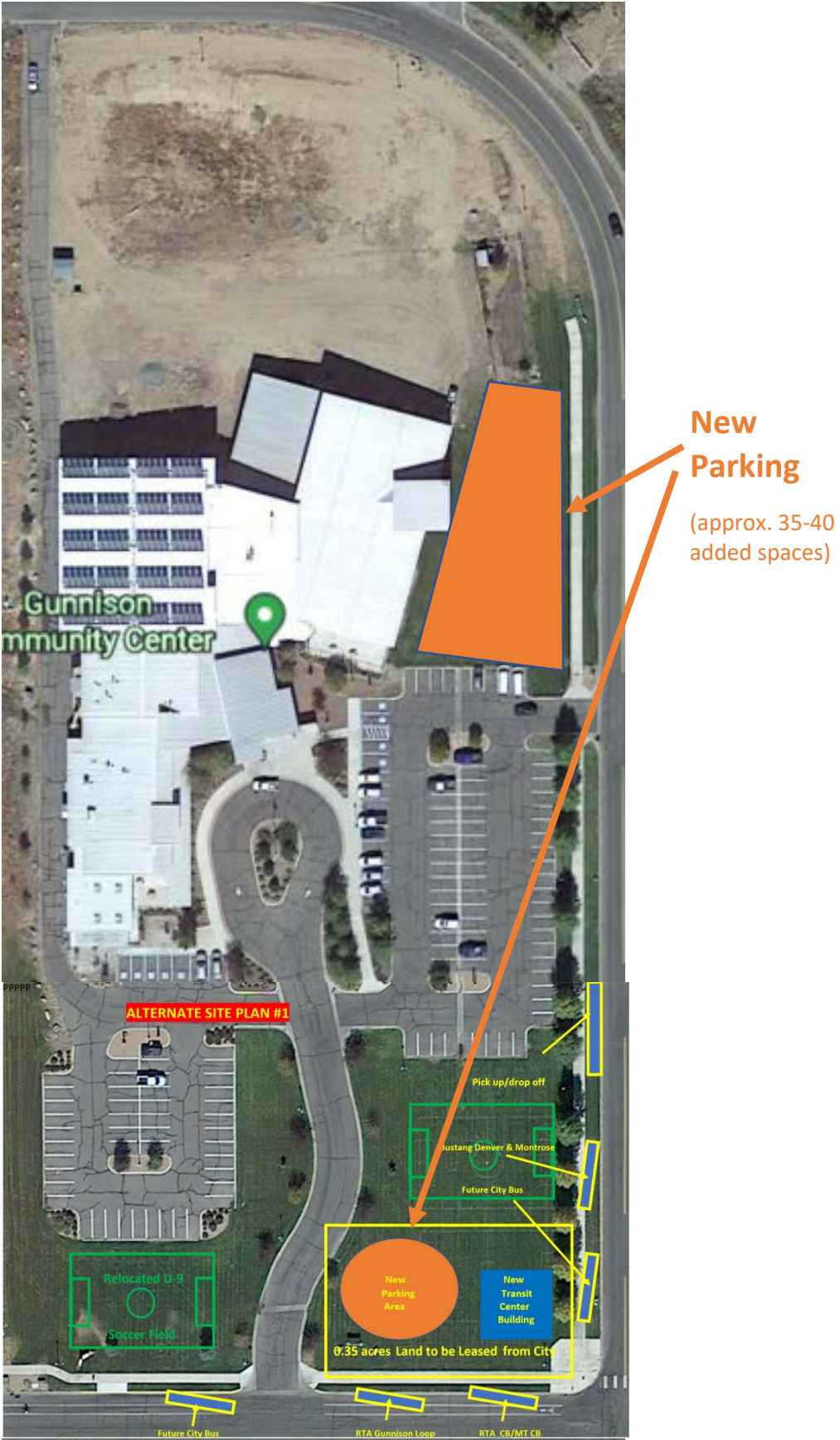
Future City Bus

RTA Gunnison Loop

RTA CB/MT CB

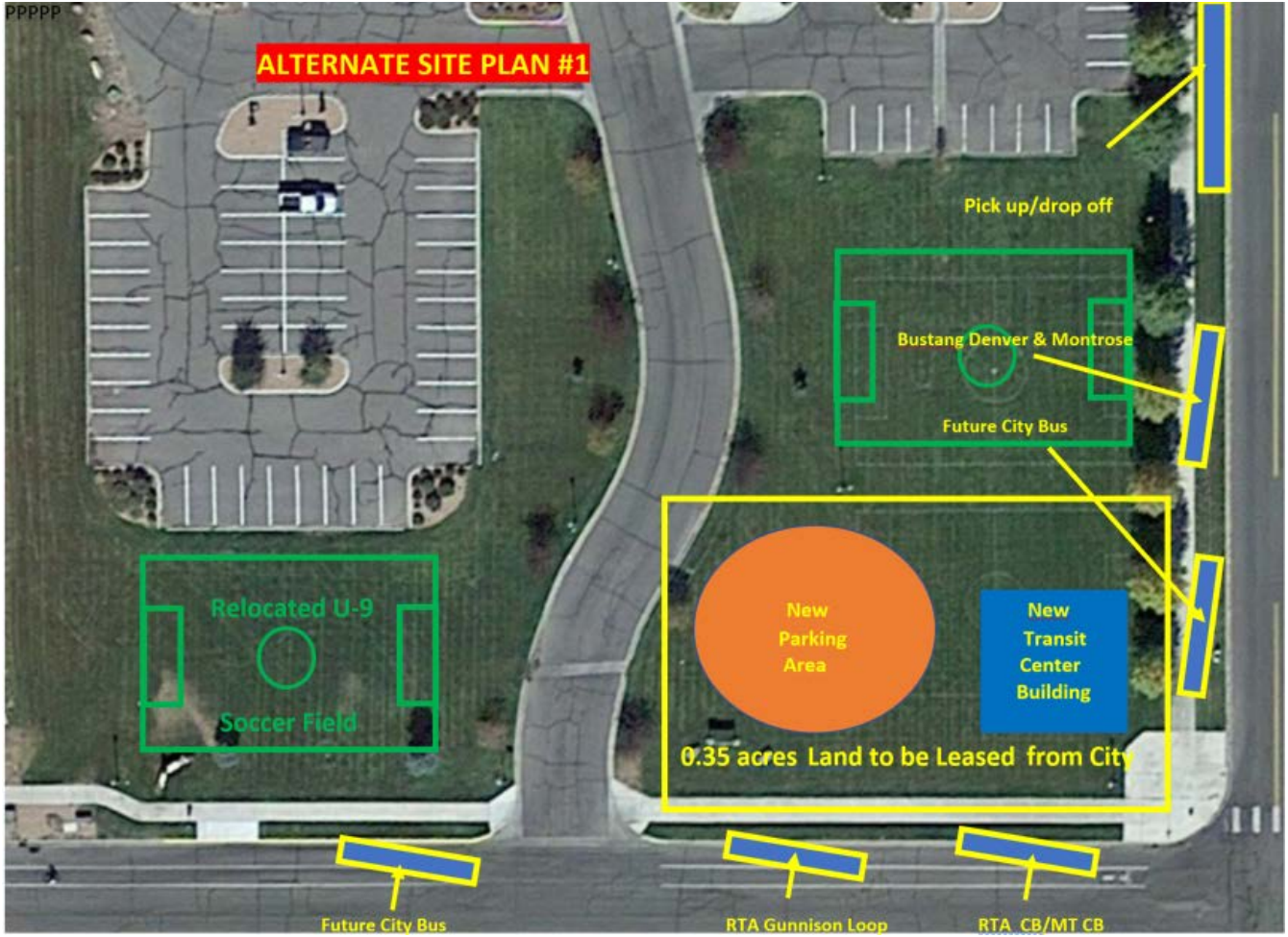


Gunnison Transit Center - Draft Site Plan – Alternative #1



PPPPP

ALTERNATE SITE PLAN #1



Gunnison Transit Center - Draft Site Plan – Alternative #2



New
Parking

0.35 acres Land to be Leased from City

New
Transit
Center
Building

Possible future bus pullout

RTA Gunnison Loop

RTA CB/MT CB

Bustang Denver & Montrose

Future City Bus

ALTERNATE SITE PLAN #2

Gunnison
Community Center





MEMO

March 18, 2023

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: RFQ process for selecting a consultant

Board Members,

At our last meeting, I was asked to draft a process which you could use to select an air service consultant. A quick Google search found at least a dozen firms (see the next page) that could be interested in submitting their qualifications. I believe that the best practice for choosing a firm would be through a Request for Qualifications (RFQ) process.

The best process I have identified would include:

- Create an RFQ including:
 - A narrative of our current air service program.
 - The background of our current and historical air service programs.
 - Our desired scope of work.
 - The minimum qualifications required.
 - The criteria which would be used for selecting the air service consultant.
- Publish the RFQ for three to five weeks.
- Request potential proposers to submit a Statement of their Qualifications (SOQ).
- Identify a panel of Board Members that would evaluate the submissions (perhaps one Board Member from each jurisdiction on the RTA?)
- The Board Member panel would then:
 - Select the top few firms for a short-list;
 - Interview short-listed firms;
 - Contact former clients and references;
 - Review the short-listed firms based upon above criteria.
- The outcome of the review would be presented by the panel to the entire Board of Directors.
- We would then attempt to negotiate a scope of work and an appropriate fee with the most qualified firm.
 - If the scope of work and fee cannot be negotiated then the firm would be disqualified and the process repeated with the next best qualified firm until an agreement is reached.
- The Board would then enter into a contract as negotiated.
- I anticipate this process would require action at two, three, or possibly four board meetings and require between two and four meetings of the selection panel.

I hope this is the information that you were looking for and that it is helpful. Please let me know if you have any questions. Thank you.

Scott Truex

List of Air Service consultants:

Airplanners, LLC <http://www.airplanners.net/>

ICF <https://www.icf.com/>

Mead and Hunt <https://meadhunt.com/markets/aviation/air-service/>

Volaire Aviation Consulting <https://www.volaireaviation.com/>

Community Flights <https://communityflights.com/>

Colorado Flight Alliance <https://coloradoflights.org/>

Ailevon Pacific Aviation Consulting LLC <https://ailevonpacific.com/air-service-development-consulting/>

Crawford, Murphy & Tilly <https://www.cmtengr.com/air-service-development/>

Skylark Consulting Group <https://www.skylarkcg.com/air-service-development>

Campbell-Hill Aviation Group <http://www.av-econ.com/>

ASM Global <https://www.asm-global.com/>

Boyd Group International <https://www.aviationplanning.com/an-air-service-strategy-diagnosis/>

InterVISTAS <https://www.intervistas.com/services/travel-mobility/>

Forecast Inc. <https://forecast-inc.com/>

Landrum and Brown <https://www.landrumbrown.com/en/>

Armstrong Consultants <https://armstrongconsultants.com/>

MASTER LEASE AGREEMENT

THIS LEASE AGREEMENT hereinafter known as the "Lease" is entered into this 24th day of March, 2023, by and between Gunnison Valley Transportation Authority ("RTA") hereinafter known as the "Lessor" and AEX, Inc. ("AEX") hereinafter known as the "Lessee."

WHEREAS, the Lessor desires to lease the Property defined herein under the terms and conditions as set forth herein; and

WHEREAS, the Lessee desires to lease the Property defined herein from the Lessor under the terms and conditions set forth herein.

NOW THEREFORE, for and in consideration of the covenants and obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **Property.** The Landlord owns property and improvements 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 in the Gunnison County public records, County of Gunnison, State of Colorado, and the 5 units located thereon (the "Premises").
2. **Term.** The term of this Lease shall begin at 12:01 a.m. on March 25, 2023 and shall run concurrently with the Transportation Services Agreement between the parties dated June 8, 2018.
3. **Rent.** Lessee agrees to pay Lessor rent in monthly installments through a reduction to the monthly invoice it sends to the RTA under the Transportation Services Agreement. Rent shall be calculated as rents received on a monthly basis from sub-tenants of Lessee, minus 10% for management fees to be retained by Lessee.
4. **Utilities.** Lessee shall be responsible for arranging for and paying for all utility services required on the Premises, whether on its own or through leases with sub-tenants of lessee and shall indemnify Lessor against any liability or damages on such account.
5. **Quiet Enjoyment.** Upon paying the rent and performing the covenants herein contained, Lessee shall peacefully and quietly have, hold, and enjoy the Premises for the agreed term. Unless due to Lessor's negligence or unless Lessor has failed to make repairs within a reasonable time after receipt of notice from Lessee, Lessor shall not be liable for injury to persons (including death) or damage to property resulting from steam, gas, electricity, water, rain, or snow that may flow or leak from any part of the Premises or from any pipes, appliances, or plumbing work from the street or subsurface, or from any other place.

6. **Use of Premises and Rent.** The Premises shall be rented by Lessee and used, occupied and rented solely by qualified employees of Lessee as a private residence. Neither the Premises nor any part thereof shall be used at any time during the term of this Lease by Lessee or its sub-tenants for the purpose of carrying on any business, profession or trade of any kind. Lessee shall comply with all sanitary laws, ordinances, rules, and orders of appropriate governmental authorities affecting the cleanliness, occupancy, and preservation of the Premises and the sidewalks connected thereto during the term of this Lease. There shall be no smoking of any substance within the Premises by any person at any time. Failure to adhere to this prohibition shall constitute a default under the terms of this Lease. There shall not be any marijuana grown on the Premises.

6.1 Persons who qualify to lease units, or portions thereof, within the Premises from Lessee are the following:

- a. AEX employees that perform duties related to RTA services for at least 30 hours per week on average;
- b. AEX employees that meet the Qualified Occupant terms of the City's Master Deed Restriction dated June 3, 2021 and recorded on June 10, 2021, at Reception No. 676691, and as amended.

6.2 AEX shall be responsible for ensuring that its employees are pre-approved by the Gunnison Valley Rural Housing Authority ("Housing Authority") before taking possession of any portion of the Premises, and that they remain Qualified Occupants throughout the term of their tenancy.

6.3 Lessee shall rent units or portions thereof to its qualified employees utilizing the form of lease attached hereto, including Pet Agreement and Condition of Property forms. Rent shall be \$1,000.00 per month per unit, plus utilities and any phone, cable or internet service desired by a tenant. There shall not be more than one household consisting of 5 members (two adults and three children) or more than 3 unrelated adults in a unit. No employee may sublease or assign their lease. Other terms and conditions are set forth in the required form of lease attached hereto.

6.4 Lessor shall have the right to lease one unit for the purpose of housing one RTA staff member should a unit be or become available.

6.5 Lessor shall allow Gunnison Valley Health to lease one unit for the purpose of housing senior transportation staff should a unit be or become available. The GVH employee must be a Qualified Occupant under the terms of the City's Master Deed Restriction.

7. **Maintenance and Repair.**

7.1 Lessee shall maintain the Premises in a reasonably clean and safe manner. Lessee shall and shall ensure its sub-tenants:

- a) Comply with obligations imposed upon Lessee by applicable provisions of building,

- health, and housing codes materially affecting health and safety;
- b) Keep the Premises reasonably clean, safe, and sanitary;
 - c) Dispose of ashes, garbage, rubbish, and other waste from the Premises in a clean, safe, sanitary, and legally compliant manner;
 - d) Use in a reasonable manner all electrical, plumbing, sanitary, heating, ventilating, air-conditioning, and other facilities and appliances in the Premises;
 - e) Require persons in the Premises to conduct themselves in a manner that does not disturb their neighbors' peaceful enjoyment of the neighbors' property;
 - f) Promptly notify Lessor if the Premises is uninhabitable as defined in Section 24 below or if there is a condition that could result In the Premises becoming uninhabitable if not remedied; and
 - g) Maintain the lawn area, remove snow, and make minor interior and exterior (day-to-day wear and tear or damage) repairs to the Premises.

Lessee shall not knowingly, intentionally, deliberately, or negligently destroy, deface, damage, impair, or remove any part of the Premises or knowingly permit any person within Lessee's control to do so.

7.2. Lessor shall be responsible for maintaining casualty and comprehensive liability insurance on the Premises, as well as the maintenance and repair of all structural components, interior and exterior walls, floors, ceiling, roofs, sewer connections, plumbing, wiring, appliances, and glass used in connection with the Premises. More specifically:

- a) any repairs, replacements, restorations, or maintenance that have been necessitated by reason of end of useful life;
- b) any repairs, replacements, restorations, or maintenance that have been necessitated by sudden natural forces or acts of God, or by fire not caused by Lessee or its sub-tenants; and
- c) any repairs, improvements, or maintenance that are required by applicable state and local laws, ordinances, rules, and regulations. Notwithstanding the foregoing provisions of the Lease, if repairs, replacements, restorations, or maintenance have been necessitated by Lessee's intentional, reckless, or negligent use, misconduct, or abuse of the Premises, improvements, or systems then Lessee shall be responsible for the cost and expense for repairs, improvements, or maintenance occasioned by such acts or omissions.

8. **Alteration and Improvements.** Lessee shall make no alterations to the buildings on the Premises without the prior written consent of Lessor. All alterations, changes, and improvements built, constructed, or placed on the Premises by Lessee, with the exception of fixtures removable without damage to the Premises and moveable personal property, shall, unless otherwise provided by written agreement between the Lessor and Lessee, be the property of Lessor and remain on the Premises at the expiration or earlier termination of this Lease, and if any improvement or fixture is removed pursuant to a written

agreement between Lessor and Lessee, Lessee shall, after removal, restore the Premises to their condition prior to the installation of the improvement or fixture.

9. **Damage to Premises.** If the Premises, or any part thereof, shall be damaged by fire or other casualty not due to negligence or willful act of Lessee, its sub-tenants, agents, or visitors, and Lessor shall decide to rebuild or repair the Premises, there shall be an abatement of rent corresponding with the time during which, and the extent to which, the Premises may have been uninhabitable. If the Premises should be damaged other than by negligence or willful act of Lessee, its sub-tenants, agents, or visitors and Landlord shall decide not to rebuild or repair, the term of this Lease shall end, and the rent shall be prorated up to the time of the damage.
10. **Dangerous Materials.** Lessee shall not keep or have on the Premises any article or thing of a dangerous, inflammable, or explosive character that might unreasonably increase the danger of fire on the Premises or that might be considered hazardous or extra hazardous by any responsible insurance company.
11. **Right of Entry.** Lessor and its agents shall have the right at all reasonable times during the term of this Lease and any renewal thereof to enter the Premises for the purpose of inspecting the Premises, or for making any repairs or alterations thereto that Lessor deems necessary or desirable.
12. **Lessee's Covenants.** Lessee also covenants and agrees as follows:
 - 12.1. To use the Premises for no purpose prohibited by the laws of the United States, or the State of Colorado, or the ordinances of the City and the County in which the Premises are located, and all police, fire, and sanitary regulations imposed by any municipal, state, or federal authority, either now in force or hereafter enacted, and for no improper or questionable purposes whatsoever;
 - 12.2. Lessee shall require its tenants to maintain hazard insurance covering damage to its tenant's personal property, and Lessor shall have no liability for damage to Lessee's tenants' personal property from whatever cause.
13. **Holdover by Lessee.** Should Lessee remain in possession of the Premises after the expiration of the term of this Lease, a new tenancy from month to month shall be created between Lessor and Lessee, which shall be subject to all the terms and conditions hereof but shall be terminable on ten (10) days' written notice served by either Lessor or Lessee on the other party.
14. **Surrender of Premises.** At the expiration of the Lease term, Lessor shall quit and surrender the Premises in good repair and condition, reasonable use and wear thereof and any damages by the elements excepted. Lessor shall surrender the keys given to Lessor for exterior doors to the Premises.

15. **Abandonment.** If at any time during the term of this Lease Lessee abandons the Premises, Lessor may at its option enter the Premises by any means without being liable for any prosecution therefor, and without becoming liable to Lessee for damages or for any payment of any kind whatever, and may, at its discretion, as agent for Lessee, relet the Premises, or any part thereof, for the whole or any part of the then unexpired term, and may receive and collect all rent payable by virtue of such reletting, and, at Lessor's option, hold Lessee liable for any difference between the rent that had been payable under this Lease during the balance of the unexpired term, if this Lease had continued in force, and net rent for such period realized by Lessor by means of such reletting.
16. **Default.** If any default is made in the payment of rent, or any part thereof, at the times hereinbefore specified, or if any default is made in the performance or compliance with any other term or condition hereof, Lessor may reenter the Premises and remove all persons therefrom, and either sue Lessee for damages for breach of its obligations under this Lease, or without terminating this Lease, relet the Premises on such conditions as Lessor may deem best, collect and receive the rent therefor, in which event, the rents received shall be applied first to the expenses of repossession, reletting, and collection, alteration costs, and expenses of preparing the Premises for reletting, and thereafter toward payment of the rental and of any other amounts payable by Lessee to Lessor. In no event shall Lessor be liable for any failure to relet the Premises or for any failure to collect any rent due upon any such reletting. If the sum realized upon reletting shall not be sufficient to pay Lessee's obligations hereunder, Lessee will pay to Lessor any such deficiency as it accrues. No reentry of the Premises by Lessor shall be construed as an election on Lessor's part to terminate this Lease unless a written notice of such intention is mailed to Lessee at Lessee's last known address. The enumeration of the foregoing remedies does not exclude any other remedy, but all remedies are cumulative and shall be in addition to every other remedy now or hereafter existing at law or in equity. Lessee shall be given written notice of any default or breach, and termination and forfeiture of the Lease shall not result if, within three days of receipt of such notice, Lessee has corrected the default or breach.
17. **Notice to Lessor.** Lessee agrees to give Lessor prompt written notice of any condition of the Premises that Lessee believes requires repair or maintenance or that Lessee believes renders the Premises uninhabitable or dangerous or hazardous to the life, health, or safety of the occupants of the Premises.
18. **Warranty of Habitability.** Lessor warrants that the Premises are fit for human habitation. Lessor shall be deemed to breach this warranty in the event that:
- 18.1. The Premises is uninhabitable as described in Section 24 below (or in §38-12-505, C.R.S., as it may be amended) or otherwise unfit for human habitation; and
 - 18.2. The Premises is in a condition that is materially dangerous or hazardous to the Tenant's life, health, or safety; and

- 18.3. The Lessor has received written notice of the condition described above in subsections 23.1 or 23.2 and has failed to cure the problem within a reasonable time,

19. Uninhabitable Residential Premises.

- 19.1. Section 38-12-505(1), C.R.S., provides that the Premises is deemed uninhabitable if it substantially lacks any of the following characteristics:
- a) Waterproofing and weather protection of roof and exterior walls maintained in good working order, including unbroken windows and doors;
 - b) Plumbing or gas facilities that conformed to applicable law in *effect* at the time of installation and that are maintained in good working order;
 - c) Running water and reasonable amounts of hot water at all times furnished to appropriate fixtures and connected to a sewage disposal system approved under applicable law;
 - d) Functioning heating facilities that conformed to applicable law at the time of installation and that are maintained in good working order;
 - e) Electrical lighting, with wiring and electrical equipment that conformed to applicable law at the time of installation, maintained in good working order;
 - f) Common areas and areas under the control of the Lessor that are kept reasonably clean, sanitary, and free from all accumulations of debris, filth, rubbish, and garbage and that have appropriate extermination in response to the infestation of rodents or vermin;
 - g) Appropriate extermination in response to the infestation of rodents or vermin throughout the Premises;
 - h) An adequate number of appropriate exterior receptacles for garbage and rubbish, in good repair;
 - i) Floors, stairways, and railings maintained in good repair;
 - j) Locks on an exterior doors and locks or security devices on windows designed to be opened that are maintained in good working order; or
 - k) Compliance with all applicable building, housing, and health codes, which, if violated, would constitute a condition that is dangerous or hazardous to life, health, or safety.
- 19.2. If the Premises include areas used by Lessee and other occupants of Lessor's property ("Common Area"), no deficiency in the Common Area renders the Premises uninhabitable as set forth in section 38-12-505, C.R.S., unless it materially and substantially limits the use of the portion of the Premises under Lessee's control.
- 19.3. Notwithstanding the foregoing, when any condition described above is caused by misconduct of the Lessee, a tenant of Lessee, or the household, guest, or invitee of a tenant, or a person under a tenant's direction or control, the condition shall not constitute a breach of Lessor's warranty of habitability. It shall not be misconduct by a victim of domestic violence or domestic abuse, if the condition is the result of domestic violence or domestic abuse, and the Lessor has been given written notice and evidence of domestic violence or domestic abuse as described in section 38-12-402(2)(a), C.R.S.

20. Miscellaneous.

- 20.1. The covenants and conditions herein contained shall apply to and bind the heirs, personal representatives, successors, and assigns of the parties hereto, and all covenants are to be construed as conditions of this Lease.
- 20.2. This Lease is the entire agreement of the parties hereto and may not be modified except by their written agreement.
- 20.3. In case of any violation of this Lease by Lessee wherein Lessor engages an attorney to enforce this Lease, Lessee shall be liable for such reasonable attorney's fees that may be incurred by Lessor.
- 20.4. Wherever required by the context, the singular number and the plural number shall each be deemed to include the other, and the masculine, neuter and feminine genders shall each be deemed to include the other genders.
- 20.5. This Lease shall be governed by the laws of the State of Colorado.

IN WITNESS WHEREOF, the parties have executed this Lease on this 24th day of March, 2023.

LESSOR:

LESSEE:

Gunnison Valley Transportation Authority

AEX, Inc.

By: Janet R. Farmer, Board Chair

By:

Attest:

By: Elizabeth K. Smith, Secretary