

Meeting Notice

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

May 5, 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 – MAY 5, 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 MARCH 24, 2023 MEETING MINUTES
- D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- E. CORRESPONDENCE
 - 1) City of Gunnison Letter RE transit center location request
 - 2) Gunnison County Letter of Support
 - 3) Mt. Express letter of support
- 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) 2022-23 winter air service recap Bill Tomcich
 - 8) 2023 summer air service update Bill Tomcich
 - 9) Airport survey winter 22-23 update Bill Tomcich & Leia Morrison
 - 10) Bus Storage Facility Construction update Scott Truex & Leia Morrison
 - 11) Gunnison Transit Center discussion Scott Truex & Leia Morrison
 - 12) 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
- 9:00 G. PUBLIC COMMENT PERIOD
- 9:05 H. COMMENTS FROM BOARD MEMBERS & STAFF
- 9:10 I. NEW BUSINESS

- 1) Review of contract with AEX, Inc. decision regarding 12-month extension of contract with AEX for 2024 commuter bus service Scott Truex discussion and possible motion & decision
- Request from the Whetstone Industrial Park to allow residential use on the lot next to our new bus storage facility (Lot #9) – Scott Truex – motion & decision requested
- 3) Request to consider moving the June meeting from June 16th to June 30th possible motion & decision requested

9:30 J. ADJOURNMENT OF REGULAR MEETING

Next Meeting – June 16, 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

March 24, 2023

Crested Butte Town Hall

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:04 am

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

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

CONSENT AGENDA

- B. ADOPTION OF THE AGENDA
- C. APPROVAL OF FEBRUARY 17TH MEETING MINUTES
- D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- E. CORRESPONDENCE
- F. OLD BUSINESS
- 2) Air program reports
- 3) Bus program reports

Boe Freeburn *moved to approve the consent agenda* but to move agenda item #14 under old business to before item 1. Liz Smith seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS

3) Airport Update

Rick Lamport reported that the TSA checkpoint is going in after the ski season. JSX has had to wait on the ramp for quite a while before taxiing to the gate. The General Aviation (GA) ramp project continues. Hopefully, by mid-spring, the solar array will be up and running.

4)Tourism and Prosperity Partnership Association - John Norton reported that we are experiencing a slowdown in tourism due to national economic reasons. We are active in preparation for our summer flights. We are seeing very high ticket prices for the summer. All lodging properties have been alerted to the tourism slowdown.

5)Bus service update

Scott Truex reported that we again broke a record last month with a ridership of 38,200, which is up 40% from last year. We continue to improve the reporting of the environmental impact of the RTA bus system. On April 3rd, we will have 28 round trips for the spring schedule. We have been asked to participate in Crested Butte's Transportation planning efforts, and we have been

asked to do a retreat with the Crested Butte group on June 12th from 9-1. Our letters of support for the second Denver bus have been successfully received. Jon Galle said the only concern is the continuing problems with the CNG fueling station. He recommends that Gunnison County work winterize the system better this summer. Jon believes that the driver shortages should be remedied by next fall.

6) Update on Bus Purchase

Scott Truex reported that we have a fully executed grant agreement from CDOT. Those buses should be arriving in mid-April.

7) Update on Housing Purchase

Scott Truex reported that we closed on the two new Lazy K units. Liz Smith suggested that the RTA create a long-term policy for rentals via study and analysis.

8) 2022-23 winter air service update

Bill Tomcich reiterated the fact that we are beginning to experience a slowdown. Counting both the inbound and outbound numbers, January and February were record months since 2009. January had a 63.7% load factor (one point higher than the previous year., For February, the load factor was 77.8% overall load factor. For March, the passenger numbers and load factors will be down, which matches the trend across the industry. JSX is disappointed with its results this winter season. JSX experienced a 60% load factor for Dallas and a 45% load factor for Austin. MRG discussion took place. Rick Lamport reported that they hadn't lost any flights due to runway conditions, so he commended his staff.

9) 2023 Summer Air Service Update

Bill Tomcich reported serious concern over summer bookings because of the cost of tickets. United is committed to flying to Houston for summer weekend-only service. JSX has loaded four flights a week from Dallas. Of the 22 SCASD grants awarded in the first year, only two routes have been activated. There was a discussion regarding American Airlines versus JSX in the winter. The board had a discussion with Bill Tomcich on how the fare breakdowns work.

10) 2023 Airport survey

Bill Tomcich reported that 1,474 surveys had been completed but were light on the JSX flights. By route: 476 surveys from Dallas, 73 JSX, 652 United from Denver, and 374 United from Houston. We may have the final survey results by the June meeting.

11) Bus Storage Facility Construction Update

Scott Truex reported on the progress of the facility construction. We expect the facility to be operational in May or June, but we may want to wait until the fencing is up. Laura Puckett Daniels suggested having an Open House for the community once the facility is complete, and discussion ensued.

12) Gunnison Transit Center Discussion

Leia will be meeting with the Gunnison City Council on April 11th. GVRTA staff met with Gunnison Community Development Director Anton Sinkewich, and issues of parking and loss of the soccer field came up. Leia will also meet with Andie Ruggera before the April City Council Meeting. The RTA hopes to continue the discussion with the Gunnison City Council in May.

13) Capital purchases

Scott shared future capital purchases with the board.

14) Review of the RFQ process

Scott presented to the council how we would issue an RFQ for future contractor agreements.

G. PUBLIC COMMENT PERIOD

No one here for public comment

H. COMMENTS FROM BOARD MEMBERS AND STAFF

I. New Business

 Authorization of the Board Chair to sign a Master Lease Agreement with AEX, Inc. to allow AEX, Inc. to lease Lazy K. Units 104A and 107A to their employees providing services for the GVRTA

Laura Puckett Daniels *moved to authorize the Board Chair to sign letters of support.*Boe Freeburn seconded the motion, which passed unanimously.

The meeting adjourned at 10:05 am



March, 2023 - Financial Report:

This report was prepared for the GVRTA Board of Directors on April 29, 2023 with information provided by the County Finance Department and shows posted revenues through February, 2023 and expenditures through March, 2023.

Sales Tax Revenues:

I we work to	G	unniso	n '	Valley 1	۲ra	nsport	at	tion Au	ut	hority			,
RTA SUNNISON VALLEY			Sa	les Tax R	eve	enues		Budget		Actual	% vs	% Change	Projected
Month		2020		2021		2022		2023		2023	Budget	22-23	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	\$	484,914.34	2.7%	4.3%	\$ 484,914
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	\$	628,725	\$	757,678	\$	910,687	\$	924,000	\$	955,955.32	3.5%	5.0%	
Full Year	\$	4,220,957	\$	5,411,171	\$	6,012,802	\$	6,002,000		1,000	0.9%	0.8%	\$ 6,058,070

Gunnison Valley Transportation Authority		2023			
Financial Report - March, 2023	YTD	Adopted			2023
N.I.I.	Actual	Budget	R	Revisions	Projected
Distribution of Sales Tax Revenues among GVRTA funds	\$ 955,955.32	\$ 6,002,000	\$	56,070	\$ 6,058,070
(Future months are projected flat to 2022)					
Sales Tax to General Fund	\$ 955,955.32	\$ 3,232,000	\$	656,070	\$ 3,888,070
Sales Tax to Capital Fund		\$ 1,350,000	\$	-	\$ 1,350,000
Sales Tax to Air Command Fund		\$ 1,000,000	\$	(600,000)	\$ 400,000
Sales Tax to Senior Transportation Fund		\$ 420,000	\$	-	\$ 420,000
	\$ 955,955.32	\$ 6,002,000	\$	56,070	\$ 6,058,070

GVRTA Fund Reports:

GVRTA Ge	neral Fund		2023			
RTA)	Financial Report - March, 2023	YTD	Adopted			2023
		Actual	Budget	evisions	-	Projected
Beginning	Fund Balance	\$ 1,541,925	\$ 1,415,484	\$ 126,441	\$	1,541,925
Revenues						
	Sales Tax Revenues	\$ 955,955.32	\$ 3,232,000	\$ 656,070	\$	3,888,070
	Sales Tax - Clerk	\$ 4,650.94	\$ 30,000	\$ -	\$	30,000
	Interest Charges	\$ 444.62	\$ 2,000	\$ (250)	\$	1,750
	Other Fines	\$ 1,007.58	\$ 10,000	\$ 2,000	\$	12,000
	Rental Income	\$ 15,510.00	\$ 80,000	\$ -	\$	80,000
	Earnings on Investments	\$ 14,293.61	\$ 25,000	\$ 9,000	\$	34,000
5311 A & C	FTA 5311 Admin. & Operating Grant		\$ 242,618	\$ -	\$	242,618
Total Re	evenues	\$ 991,862.07	\$ 3,621,618	\$ 666,820	\$	4,288,438
Expenditu	res:					
	Postage		\$ 100	\$ -	\$	100
	Supplies & Equipment Under \$4,000	\$ 45.74	\$ 4,000	\$ -	\$	4,000
	Building Repair and Maintenance	\$ 11,725.33	\$ 30,000	\$ -	\$	30,000
	Travel - Transportation		\$ 8,000	\$ -	\$	8,000
	Travel - Meals	\$ 27.96	\$ 6,000	\$ -	\$	6,000
	Travel - Lodging		\$ 6,000	\$ -	\$	6,000
	Legal Services	\$ 1,316.66	\$ 8,000	\$ -	\$	8,000
	Contracted Temporary Help - Marcy & RAE		\$ 12,000	\$ -	\$	12,000
	Contract Svcs - SFK, GPS, & Bus Stop Maint.	\$ 15,823.64	\$ 62,000	\$ -	\$	62,000
	Management Services - TMS	\$ 31,200.00	\$ 93,600	\$ -	\$	93,600
	Meetings - Registrations		\$ 2,000	\$ -	\$	2,000
	State Fees	\$ 2,363.33	\$ 34,000	\$ -	\$	34,000
	Treasurer's Fees	\$ 21,190.93	\$ 65,000	\$ 6,000	\$	71,000
	Late Night Taxi Donation		\$ 30,000	\$ (7,800)	\$	22,200
	Advertising, Notices, & Website	\$ 2,731.20	\$ 20,000	\$ -	\$	20,000
	Dues & Memberships	\$ 13,436.15	\$ 20,000	\$ -	\$	20,000
	Auditing		\$ 8,500	\$ -	\$	8,500
	Insurance & Bonds	\$ 15,996.28	\$ 18,000	\$ -	\$	18,000
	Utilities	\$ 208.14	\$ 14,400	\$ (2,400)	\$	12,000
	Investment Commissions/Fees		\$ 100	\$ -	\$	100
	Transfer to County General Fund	\$ 3,129.75	\$ 12,660	\$ -	\$	12,660
5311 - /	Management Services - TMS	\$ 31,200.00	\$ 93,600	\$ -	\$	93,600
5311 - 0	Diesel Fuel	\$ 43,013.39	\$ 125,000	\$ -	\$	125,000
5311 - 0	CNG Fuel	\$ 91,257.77	\$ 415,000	\$ -	\$	415,000
5311 - 0	Repair & Maintenance - Vehicles	\$ 137,056.80	\$ 500,000	\$ -	\$	500,000
5311 - 0	Purchased Transportation Services	\$ 667,967.32	\$ 2,525,000	\$ -	\$	2,525,000
Total Ex	penditures	\$ 1,089,690.39	\$ 4,112,960	\$ (4,200)	\$	4,108,760
Ending G	eneral Fund Balance	\$ 1,444,096	\$ 924,142	\$ 797,461	\$	1,721,603

Report shows posted revenues through February and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on April 29, 2023.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund		2023			
Financial Report - March, 2023	YTD	Adopted			2023
RTA	Actual	Budget	R	evisions	Projected
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	\$	(2,720)	\$ 1,234,080
Total Revenues	\$ -	\$ 2,586,800	\$	377,280	\$ 2,964,080
Expenditures:					
5339 - c Bus Purchase	\$ 2,500.00	\$ 1,545,000	\$	(2,399)	\$ 1,542,601
SB 267 Storage Facility Construction	\$ 850,102.83	\$ 1,240,000	\$	64,758	\$ 1,304,758
Housing Purchases	\$ 825,783.04	\$ 1,900,000	\$	203,000	\$ 2,103,000
Capital Improvements	\$ 155,837.94	\$ 570,000	\$	-	\$ 570,000
Total Expenditures	\$ 1,834,223.81	\$ 5,255,000	\$	265,359	\$ 5,520,359
Ending Fund Balance	\$ 905,159	\$ 6,425	\$	176,679	\$ 183,104

Report shows posted revenues through February and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on April 29, 2023.

GVRTA Air Command Fund		2023		
Financial Report - March, 2023	YTD	Adopted		2023
RIA	Actual	Budget	Revisions	Projected
Beginning Fund Balance	\$ 2,149,854	\$ 2,148,977	\$ 877	\$ 2,149,854
Revenues:				
Sales Tax Revenues	\$ -	\$ 1,000,000	\$ (600,000)	\$ 400,000
Refund from JSX for winter 22-23	\$ -	\$ -	\$ 103,500	\$ 103,500
SCASD Grant	\$ -	\$ 200,000	\$ (200,000)	\$ -
Total Revenues	\$	\$ 1,200,000	\$ (696,500)	\$ 503,500
Expenditures:				
Airline Guarantees - Winter		\$ 781,000	\$ (469,111)	\$ 311,889
Professional Services -Airplanners & RRC	\$ 34,911.94	\$ 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	\$ 34,911.94	\$ 1,619,000	\$ (1,163,111)	\$ 455,889
Ending Fund Balance	\$ 2,114,942	\$ 1,729,977	\$ 467,488	\$ 2,197,465

Report shows posted revenues through February and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on April 29, 2023.

GVRTA Senior Transportation Fund		2023				
Financial Report - March, 2023	YTD	Adopted				2023
RTA	Actual	Budget	Re	visions	P	rojected
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	\$ 60,400.37	\$ 355,000	\$	-	\$	355,000
Total Expenditures	\$ 60,400.37	\$ 475,000	\$	-	\$	475,000
Ending Fund Balance	\$ 310,862	\$ 312,010	\$	4,252	\$	316,262

Report shows posted revenues through February and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on April 29, 2023.

Summary of all Funds

Total Fund Balance

GVRTA Total Revenues and Expenditures						2023				
Financial Report - March, 2023				YTD		Adopted				2023
				Actual		Budget	F	Revisions		Projected
Beginning Fund Balance			\$	6,802,424	\$	6,606,096	\$	196,328	\$	6,802,424
Revenues:			\$	991,862	\$	7,828,418	\$	347,600	\$	8,176,018
Expenditures:			\$	3,019,227	\$	11,461,960	\$	(901,952)	\$	10,560,008
Ending Fund Balance			\$	4,775,059	\$	2,972,554	\$	1,445,880	\$	4,418,434
Report prepared by Scott Truex with information from t	the Co	ounty Financ	ce d	epartment on	Apr	il 29, 2023.			_	
GVRTA Summary of all Funds		2023				2023				2023
Financial Report - March, 2023		2023 Actual		YTD		2023 Adopted				2023 Projected
at The	В			YTD Current						
Financial Report - March, 2023		Actual		Current	En	Adopted	ı	Revisions		Projected
Financial Report - March, 2023		Actual Seginning	\$	Current	En:	Adopted Budget	F \$	Revisions 797,461	\$	Projected Ending
Financial Report - March, 2023 Fund Balances	ı	Actual Seginning Balance		Current Balances	\$	Adopted Budget ding Balance	\$			Projected Ending Balance
Financial Report - March, 2023 Fund Balances Unrestricted General Fund Balance	\$	Actual Beginning Balance	\$	Current Balances 1,444,096	\$	Adopted Budget ding Balance 924,142	\$	797,461	\$	Projected Ending Balance 1,721,603

6,802,424 \$

4,775,059 \$

2,972,554 \$

1,445,880 \$

4,418,434

Report shows posted revenues through February and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on April 29, 2023.



April 24, 2023

Gunnison City Council 201 W. Virginia Avenue Gunnison, CO 81230

The Honorable Mayor Diego Plata and Members of the Gunnison City Council;

I am writing to thank you for hearing the GVRTA presentation from our Special Projects Manager Leia Morrison at your last Council meeting and to respond to the Gunnison City Staff's decision to recommend against changing the zoning to allow a transit center at 200 Spencer Avenue.

Neither Leia nor I are available to attend your meeting on April 25th, so I hope you will accept this letter as our response and input.

The GVRTA chose the Spencer Avenue site since we believe that the location is ideal as a connection between transit, the Western Colorado University campus and Gunnison's business district as well as the new higher density housing that has been constructed in the neighborhood.

We were hoping to partner with the City in an endeavor that we believe would have been a win-win for the City, the GVRTA, and the community at large.

I would like to make one last request for you to consider our preferred location for the transit center on the Southeast corner of the property. If this location is determined to be unacceptable, I would then request that you consider our alternate location for the building on the Southwest corner of the property. This alternate location wouldn't displace the soccer fields and would have less impact on the corner of Spencer and Colorado Avenues but would still allow a transit center to be built in the location adopted by our board and would also qualify for the grants that we have been pursuing.

However, if the City Council agrees with the staff recommendation and determines that the Community Center property is inappropriate for a transit center, we respect that decision and will withdraw our federal applications for funding for the project at this location. (We have been prioritized by Senator Hickenlooper for CDS funding of this project and we need to withdraw our request as soon as possible if we are not going to be able to complete the project as presented in our application.) We will continue to collaborate with you and Gunnison City staff to seek a solution that meets all of our needs.

Please let us know the direction that the Council would like us to pursue going forward. The GVRTA Board of Directors meets again on May 5th and we will discuss our next steps at that time.

Thank you for your consideration.

Yours sincerely,

Scott Truex,

Executive Director Gunnison Valley RTA



April 3, 2023

Shoshana M. Lew Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204

RE: Submittal of Application for The Transportation Alternatives Program (TAP) Grant

Dear Director Lew:

We are pleased to support Gunnison County's submittal of an application for the Transportation Alternatives Program (TAP) Grant to advance public infrastructure in Gunnison County that will make multimodal access to jobs and recreation safer and more affordable for all users.

This project combines the needs of the community, environmental improvements, and economic benefits. The proposal will provide for the full construction of the pedestrian underpass and associated infrastructure that aligns with the goals of the county, state, and federal government for equity, sustainability, quality of life, economic impact, and environmental improvement. The connection of the Town of Crested Butte trail network with transit stops, intersection improvements, and the future Whetstone development will be transformative for the north valley. We view the construction of the pedestrian underpass as a critical part of any improvements.

We understand the scale of funds necessary for a project of this size and we hope that you can award funds to Gunnison County to construct this project that would be out of reach with only local financial resources.

Sincerely,

Scott Truex,

Executive Director Gunnison Valley RTA



March 29, 2023

Ms. Amber Blake
Director, Division of Transit and Rail
Colorado Department of Transportation
2829 West Howard Place
Denver, CO 80204

Support for the Mountain Express Bus Storage, Maintenance, and Operations Facility for the Federal Transit Administration (FTA) Section 5339(b) Competitive Grant Program

Dear Ms. Amber Blake:

The Gunnison Valley Rural Transportation Authority (RTA) is writing to express support for the Mountain Express Bus Storage, Maintenance, and Operations Facility that has been submitted for funding consideration through the FTA's 5339(b) Grants for Buses and Bus Facilities Competitive Program. Since the inception of the RTA in 2002, RTA and the Mountain Express have worked together to provide fare free public transit in the Gunnison Valley.

Gunnison Valley RTA and the Mountain Express have had a longstanding relationship collaborating on this project. The Gunnison Valley RTA and the Mountain Express purchased and co-joined land to promote a cohesive transit campus in the Whetstone Industrial Park. The Gunnison Valley RTA is in the process of completing a project to build its portion of the campus and will open the facility for use in the summer of 2023. We have worked together as active partners to share costs related to site work including site readiness, NEPA analysis, utility installation and security.

Gunnison Valley RTA is dedicated to this effort as the service the Mountain Express provides helps RTA riders reach their final destinations. The combined transit campus will allow for continued collaboration between us and ensures the fleet of both entities will remain in a state of good repair. We believe 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,

Scott A. Truex, Executive Director

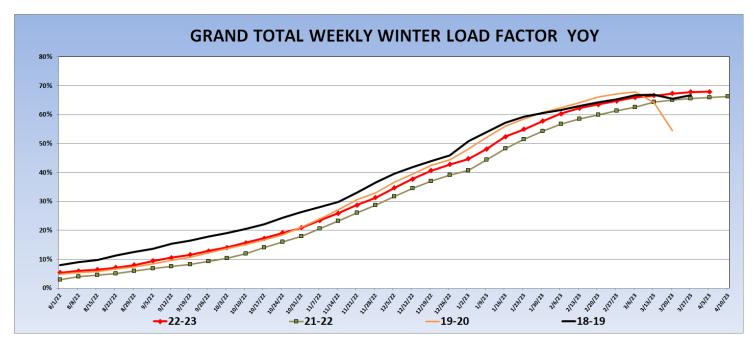
Gunnison Valley RTA

Air Program Reports – Winter, 22–23 – Final pending Audit:

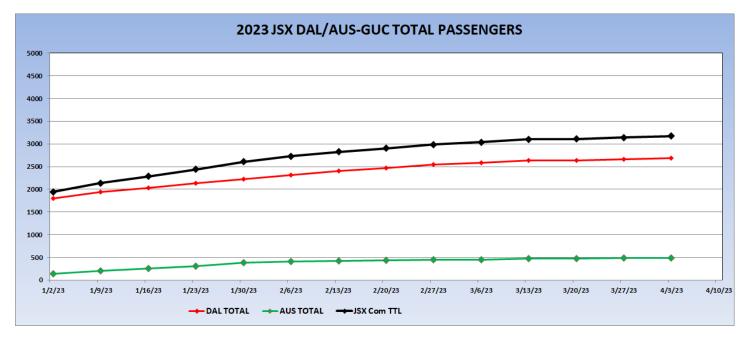
All Flights – Total Seats Sold vs three of the last four years (excluding 20-21):

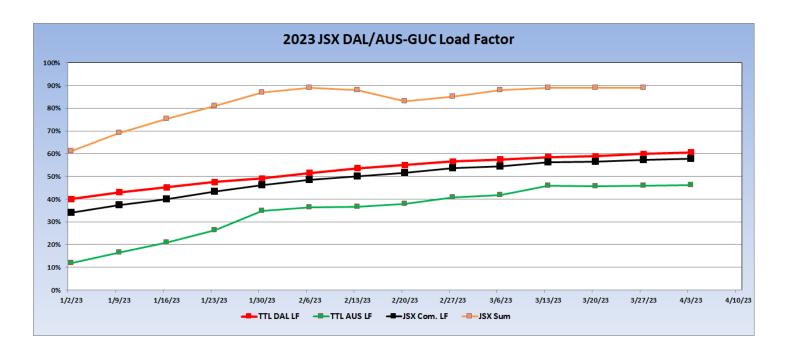


All Flights – Total Load Factor vs three of the last four years (excluding 20-21):



Air Program Reports – Winter, 22–23 - Final: JSX Report:





Bus program reports – March, 2023

Ridership	on the GVRTA	Gunnison -			er Bus Ro	ute			2022		VOV	
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%
March	41,003	2,140	2,451	71,604	31	19.2	1,322.7	31,026	14.4	1,000.8	9,977	32.2%
Total	120,188	6,214	7,092	207,703	90	19.3	1,335.4	84,841	13.5	942.7	35,347	41.7%

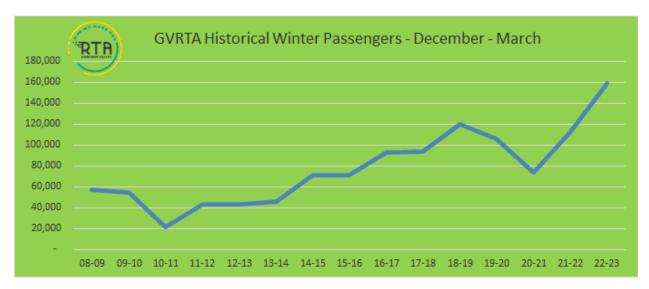
Passengers by Stop – Winter, 2022 - 2023:

					2022-	2023 Wi	nter RT	A Bus B	oarding	s by Bus	Stop		Northbo	und						
				Gunnison	11th	Safeway	Teller	WCU	Denver	Spencer		01.1-			055					Total North-
Month	# of days	Rec Center	County Library	Comm. Schools	& Virginia	Spruce & Hwy50	& Hwy50	& Ohio	A Hwy135	& Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River- land	Brush Creek	River- bend	CB 4-Way	bound 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	31	1,093	661	2,109	2,060	2,364	2,044	1,790	1,769	2,330	496	728	1,184	1,972	456	88	132	181	1,385	22,386
April	2	57	40	122	122	162	102	165	101	164	35	67	49	183	10	8	4	7	49	1,437
Total	131	4,730	2,813	8,241	8,054	9,709	#####	7,055	7,340	9,170	2,064	2,839	4,529	8,479	2,146	381	429	593	4,927	91,510

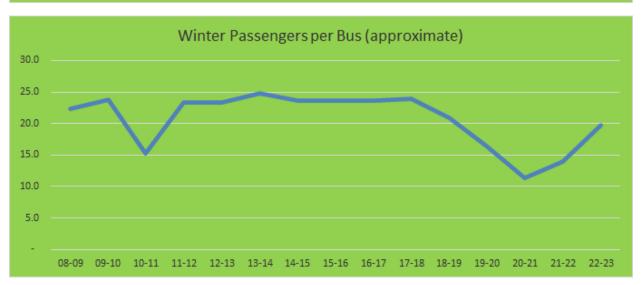
			2022	-2023 Wi	nter RT	A Bus B	oarding	s by Bus	Stop		Southbo	ound	
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South- bound Passenge rs
November	8	1,459	876	14	18	21	125	393	78	3	88	31	2,713
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	31	10,553	5,984	131	93	134	612	1,758	494	54	325	237	18,617
April	2	731	375	28	9	-	21	155	26	1	34	6	1,231
Total	131	#####	23,289	562	437	421	2,523	8,156	1,837	167	1,511	1,148	75,779

CB Sout	th Rid	ership V	Vinter 202	2-23			
						22-23	22-23
						CB South	
	# of		Last Year		Pa	ssengers	1-Way
Month	days	Riders	Riders	Change	%	Per Day	Bus Trip
November	8	1,051	581	470	80.9%	131	2.19
December	31	5,226	4,596	630	13.7%	169	2.81
January	31	4,688	3,397	1,291	38.0%	151	2.52
February	28	5,172	3,696	1,476	39.9%	185	3.08
March	31	4,798	5,225	(427)	-8.2%	155	3
April	2	369	473	(104)	-22.0%	185	3
Total	131	#####	17,968	3,336	18.6%	163	2.71

Historical Comparison – GVRTA Winter Ridership







Passenger Boardings by Time – Winter, 2022 - 2023:

5-26 AM 103 820 955 339 332 14 2,660 566 AM 129 265 308 12,1 10.7 7.6 566 AM 1566 567 705 460 587 266 2,660 668 AM 1567 565 505 515 516 477 2,461 641 AM 7.6 185 21,1 18.3 18.3 8.6 685 AM 1568 18.5 13.0 12,1 2.5 2.6 685 AM 1568 18.5 13.0 12,1 2.5 2.5 2.6 4.6	ıs - Winter 2022-23	Bus - Wii	per B	Riders	rage F	Ave		22-23	nter 202	ne - Wir	s by Tin	senger	RTA Pas	Gunnison Valley I
Separation 193 820 955 339 332 14 2.64 5.56 AM 120 100 7 100														
Separation Color Application Color						5.00 414								
Georgia Geor														
Get Alam														
7.11 AM 11							-							
7.56 AM 520 20 10 20 10	35.6 36.9 23.5	0.1 35.6	40.1	42.3	19.9	6:56 AM	4,897	47	1143	996	1242	1310	159	6:56 AM Express
Total Property 136 Ray 1346 1390 76 5,193 759 M2 26.1 40.0 88.7 48.1 42.2 38 82.6 84.1 42.2 38 82.6 84.1 42.2 38 82.6 84.1 42.2 38 83.6 83							_							
Bed							-							
See Alm See Alm See														
9:15 AM 93 541 529 467 750 736 61 2,867 866 48 19.1 21.8 26.8 23.7 30 928 AM 93 644 547 646 757 89 2,776 92.8 AM 160 208 176 23.1 24.4 4.9 92.8 AM 130 99 987 925 10.42 116 4.109 92.8 AM 130 120 99 87 925 10.42 116 4.109 10.10 AM 15.1 12.8 782 86.8 680 934 60 3,400 10.28 AM 16.0 25.2 27.6 30.7 30.1 30.5 10.0 10.0 AM 15.1 28.7 78.2 78.1 12.4 4.4 AM 12.1 25.7 78.1 78.1 12.4 3.4 AM 12.1 25.7 78.1 78.1 12.4 3.4 AM 110.1 AM 15.1 25.2 27.8 30.7 30.1 30.5 10.0 AM 15.1 34.1 AM 19.2 5.5 78.1 77.8 814 12.4 3.4 AM 11.1 AM 15.1 5.2 5.2 12.1 22.5 6.5 2.0 12.5 11.1 AM 19.2 5.5 19.1 11.1 AM 15.1 5.1 5.1 11.1 AM 15.1 5.1 5.1 5.1 11.1 AM 15.1 5.1 5.1 5.1 11.1 AM 15.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.														
9 291 MM 93 541 529 448 550 53 2,214 9 11 AM 116 175 171 160 177 20 9 198 958 AM 130 999 987 925 1.042 116 4.09 958 AM 163 293 318 330 336 58 1028 AM 162 878 2856 880 934 60 342 1101 AM 121 875 878 181 778 814 124 3.443 1101 AM 151 266 252 778 301 30 1101 AM 121 875 878 181 778 814 124 3.443 1101 AM 151 266 252 778 825 3 26 1101 AM 121 825 781 778 814 124 3.443 1101 AM 151 266 252 778 253 20 20 40 1101 AM 121 825 781 778 814 124 3.443 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 266 252 778 253 20 20 40 1101 AM 151 26 250 144 26 20 20 111 AM 151 26 250 144 26 20 20 11 AM 151 26 250 144 26 20 20 11 AM 151 26 250 144 26 20 20 11 AM 151 26 250 144 26 20 20 11 AM 151 26 250 144 26 20 20 11 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 144 26 20 20 14 AM 151 26 250 14 AM														
956 AM 130 909 987 925 1,042 116 4,109 956 AM 16.3 293 318 33.0 33.6 S5 1026 AM 16.0 226 AM 16.0 226 27.6 30.1 30 31.0 30 110 110 AM 128 782 876 860 934 60 3.620 102 131 AM 119 26.6 12.5 27.6 26.3 22.0 26.1 113 AM 19 56.7 25.0 12.0 18.0 22.0 26.1 113 AM 19 56.7 25.0 26.6 25.2 27.8 20.3 22.0 26.1 113 AM 19 20.0 26.1 25.0 26.1 25.0 26.1 25.0 26.1							-							
1002 AM	23.1 24.4 44.5	7.6 23.1	17.6	20.8	11.6	9:26 AM	2,776	89	757	646	547	644	93	9:26 AM
11101 AM	33.0 33.6 58.0	1.8 33.0	31.8	29.3	16.3	9:56 AM	4,109	116	1,042	925	987	909	130	9:56 AM
1131 AM 95 637 609 527 683 92 2,643 1131 AM 119 205 156 18.8 220 42 1201 PM 120 194 193 206 126 120 PM 1201 PM 120 124 103 206 154 256 120 PM 1201 PM	30.7 30.1 30.0	7.6 30.7	27.6	25.2	16.0	10:26 AM	3,620	60	934	860	856	782	128	10:26 AM
1201 PM 99 730 686 631 824 52 3.022 1201 PM 12.4 23.5 2.1 22.5 266 28 1261 PM 12.6 23.5 2.6 24 26 12.6 PM 12.6 23.5 2.6 24 26 12.6 PM 12.6 23.5 2.6 2.6 2 2.6 2 2.6 2 2.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 12.6 2 2.6 1							_							
125FPM 103 664 597 577 601 52 2,884 125FPM 12.9 21.4 103 20.6 19.4 25 12.6 10.7 12.9 11.4 103 20.6 19.4 25 12.6 10.7 12.9 11.4 10.3 12.0 4 11.4 1PM 49 344 241 29.8 30.9 12 1,283 141 PM 6.1 11.1 7.8 10.6 10.0 6 2.1 19.4 19.5 12.0 14.1 19.3 20.6 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0														
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221 PM 77 425 421 434 351 22 1,730 221 PM 9.6 13.7 13.6 15.5 11.3 11 2.2 6.26 PM 56 213 264 228 260 15 1,056 228 PM 70 6.9 8.5 18. 8.4 7 2.2 41 PM 39 272 340 254 237 16 1,158 224 PM 49 8.8 11.0 9.1 7.6 8 2.25 PM 64 307 301 357 388 25 1,442 225 PM 80 9.9 9.7 12.8 12.5 12.5 12.5 12.5 12.5 12.5 12.5 12.5														
228 PM 56 213 264 228 260 15 1,036 228 PM 70 69 8.5 8.1 8.4 7 241 PM 39 272 340 254 237 16 1,158 226 PM 49 8.8 110 110 104 678 692 697 616 35 2.822 4.01 PM 104 678 692 697 616 35 2.822 4.01 PM 104 678 692 697 616 35 2.822 4.01 PM 13.0 21.9 22.3 24.9 19.9 17.6 4.31 PM 6.2 416 438 359 334 41 1,703 4.31 PM 78 13.4 14.8 12.8 12.7 7.41 PM 78 13.8 13.4 14.8 13.8							-							
241 PM 39 272 340 254 237 16 1,186 241 PM 49 8.8 11.0 9.1 7.6 8 256 PM 64 307 301 357 388 25 1,442 256 PM 80 9.9 9.7 12.8 12.5 12.5 32.66 PM Express 61 333 467 446 540 22 1,869 1.0 10.0 16.7 15.1 15.9 17.4 11.4 140 PM 104 678 692 697 616 35 2,822 269 PM 7.6 10.7 15.1 15.9 17.4 11.4 140 PM 124 18 18 308 17.3 15.0 2 849 41 PM 7.8 13.4 14.8 12.8 12.7 7.4 11.5 15.0 17.8 15.5 15.0 15.0 15.0 15.0 15.0 15.0 15.0							_							
3.26 PM Express 61 333 467 446 540 22 1,889 1,40 PM 104 678 692 697 616 35 2,822 401 PM 130 219 223 249 199 174 141 PM 141 PM 18 188 308 173 150 2 849 441 PM 2.3 6.4 9.9 6.2 4.8 1.7 7 7 7 7 7 7 7 7 7														
4-01 PM	12.8 12.5 12.5	9.7 12.8	9.7	9.9	8.0	2:56 PM	1,442	25	388	357	301	307	64	2:56 PM
4-31 PM														
## 441 PM							-							
501 PM							_							
6-01 PM														
Properting Southbound Properting Pro							_							
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9.06 PM 32 357 446 379 404 15 1,833 9.06 PM 4.0 11.5 14.4 13.5 13.0 7 Total 3,055 21,039 22,551 21,062 22,386 1,437 91,510														
Departing Southbound Nov Dec Jan Feb March April Total Total Nov Dec Jan Feb March April April Nov Dec Jan Feb March April April Nov Dec Jan Feb March April April April Nov Dec Jan Feb March April April April Nov Dec Jan Feb March April Apr														
Mt. C8	11.1 9.9 6.0	0.7 11.1	10.7	7.4	3.3	10:06 PM	1,221	12	308	312	333	230	26	10:06 PM
Mt CB Nov Dec Jan Feb March April Total 6.40 AM 26 170 175 150 158 5 684 7.10 AM 21 143 142 181 150 4 641 7.10 AM 2.6 4.6 4.6 4.6 6.5 4.8 2 7.40 AM 43 135 214 174 140 11 1717 7.40 AM 2.6 4.6 6.5 4.6 6.5 4.8 2 7.55 AM 28 123 131 144 119 4 549 8.10 AM 25 100 126 116 178 7 5652 8.25 AM 19 8.6 139 67 100 2 413 8.25 AM 19 8.6 139 67 100 12 413 8.40 AM 13 87 101 103 116 6 426 8.40 AM 13 87 101 103 116 6 426 9.40 AM 26 148 112 136 127 2 561 9.40 AM 26 148 112 136 127 2 561 9.40 AM 26 148 112 130 127 2 561 10.00 AM 20 84 110 119 100 7 440 10.00 AM 20 84 110 119 100 7 440 10.03 AM 21 122 109 96 87 2 437 10.45 AM 44 114 132 98 112 9 609 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 255 286 241 24 1.186 11.15 AM 58 322 355 36.5 4.3 3.8 2.3 3.9 3.1 3.1 3.1 3.1 3.2 3.2 3.3 3.1 3.3 3.1 3.3 3.3 3.3 3.3 3.3 3.3	21.5 20.6 20.5	0.8 21.5	20.8	19.4	10.9	Total	91,510	1,437	22,386	21,062	22,531	21,039	3,055	Total
Mt. CB Nov Dec Jan Feb March April Total 6.40 AM 26 170 175 150 158 5 684 7.40 AM 3.3 5.5 5.6 6.6 6.5 4.8 5.1 2 7.40 AM 43 135 214 174 140 11 1717 740 AM 5.4 4.4 6.9 6.2 4.5 5 7.55 AM 28 123 131 144 119 4 549 8.10 AM 25 100 126 116 178 7 552 8.25 AM 19 86 139 67 100 2 413 8.40 AM 13 87 101 103 116 6 426 9.40 AM 38 119 148 154 146 5 610 9.40 AM 26 1.48 112 136 127 2 551 9.40 AM 26 148 112 136 127 2 551 10.00 AM 20 84 110 119 100 7 440 10.00 AM 20 84 110 119 100 7 440 10.00 AM 20 84 110 119 100 7 440 10.00 AM 21 122 109 96 87 2 437 10.15 AM 44 114 132 98 112 9 609 11.15 AM 44 114 132 98 112 9 609 11.15 AM 45 115 AM 46 115 AM 46 115 AM 47 116 AM 5.5 3.7 4.3 3.5 3.6 4 11.15 AM 63 279 277 206 276 13 1,114 11.20 PM 93 392 439 458 377 21 1,780 11.25 PM 108 463 520 554 443 19 2,107 11.25 PM 108 463 520 554 443 19 2,107 1.25 PM 108 463 520 554 433 19 2,107 1.25 PM 108 482 100 9 98 170 107 5 407 3.30 PM Express 94 745 857 685 714 87 3,782 4.15 PM 99 689 671 854 483 19 2,107 3.40 PM Express 103 900 981 705 1048 55 3,784 4.45 PM Express 103 900 981 705 1048 55 3,784 4.45 PM Express 103 900 981 705 1048 55 3,784 1.25 PM 104 842 509 434 480 532 2,25 3,25 3,25 3,2 3,3 3,3 3,2 3,3 3,4 3,3 5,3 4,3 6,4 6,4 6,4 6,4 6,4 6,6 6,5 4.8 6,4 6,4 6,4 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,6 6,5 6,4 6,6 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,5 6,4 6,6 6,4 6,6 6,6 6,5 6,4 6,6 6,4 6,6 6,6 6,5 6,4 6,6 6,4 6,6 6,5 6,4 6,6 6,4 6,4	und	ound	outhbo	Sou						nd	ıthbour	Soi		Departing
7:10 AM	Feb March April	n Feb	Jan	Dec	Nov		Total		March	Feb	Jan	Dec	Nov	Mt. CB
7:40 AM														
7.55 AM 28 123 131 144 119 4 549 7.55 AM 3.5 4.0 4.2 5.1 3.8 2 8:10 AM 25 100 126 116 178 7 552 8:10 AM 3.1 3.2 4.1 4.1 5.7 3.8 8:25 AM 19 86 139 67 100 2 413 8:5 AM 2.4 2.8 4.5 2.4 3.2 1 8:40 AM 13 87 101 103 116 6 426 8:40 AM 1.6 2.8 3.3 3.7 3.7 3.9 9:10 AM 38 119 148 154 146 5 610 9:10 AM 4.8 3.8 4.8 5.5 4.7 2 9:40 AM 26 148 112 136 127 2 551 9:40 AM 3.3 4.8 3.6 4.9 4.1 1 10:00 AM 20 84 110 119 100 7 440 10:00 AM 2.5 2.7 3.5 4.3 3.2 3 10:15 AM 17 142 110 133 129 8 539 10:15 AM 2.1 4.6 3.5 4.8 4.2 4 10:30 AM 21 122 109 96 87 2 437 10:30 AM 2.6 3.9 3.5 3.4 2.8 1 10:45 AM 44 114 132 98 112 9 509 10:45 AM 5.5 3.7 4.3 3.5 3.6 4 11:15 AM 58 322 255 286 241 24 1,186 11:45 AM 7.9 9.0 8.9 7.4 8.9 6 11:45 AM 58 322 255 286 241 24 1,186 11:45 AM 7.3 10.4 8.2 10.2 7.8 12:20 PM 93 392 439 458 377 21 1,780 12:20 PM 1.6 12.6 14.2 16.4 12.2 10 12:5 PM 108 463 520 554 443 19 2,107 12:5 PM 108 463 520 554 443 19 2,107 12:5 PM 108 463 520 554 443 19 2,107 12:5 PM 108 463 520 554 443 19 2,107 12:5 PM 108 463 520 554 443 19 2,107 12:5 PM 10.6 164 821 792 762 944 58 3,541 210 PM 2.5 26.5 25.5 27.2 30.5 29 2:45 PM Express 94 745 857 685 714 87 3,182 2:45 PM 12.5 PM 12.5 PM 154 884 1007 901 1072 55 4,073 3:15 PM 12.5 PM 154 884 1007 901 1072 55 4,073 3:15 PM 12.3 1184 1209 1165 1129 75 4,073 3:15 PM 213 1184 1209 1165 1129 75 4,073 3:15 PM 213 1184 1209 1165 1129 75 4,073 3:15 PM 213 1184 1209 1165 1129 75 4,073 3:15 PM 213 1184 1209 1165 1129 75 4,073 3:15 PM 214 145 1126 1126 12:2 2:2 2:2 2:2 2:2 2:2 2:2 2:2 2:2 2:														
8:10 AM														
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Overall Total 5,768 38,665 40,983 38,202 41,003 2,668 167,289 Overall Total 10.3 17.8 18.9 19.5 18.9 19.	17.5 17.2 17.0													

Winter 2022-23 GVRTA On-Time Performance

			Soi	uthbound	- Crested	Butte 4-W	/ay	
					Perce	ntage of Actual	l Trips	
		Planned	Actual	Zero to 5	Zero to 10	Zero to 15	More than	Not
	# of Days	# of Trips	# of Trips	minutes late	minutes late	minutes late	15 minutes	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	31	1,085	1,070	86.5%	92.3%	95.2%	2.5%	2.2%
April	2	70	68	92.6%	97.1%	98.5%	0.0%	1.5%
Total	131	4,585	4,532	88.9%	94.9%	97.0%	1.9%	1.1%

			No	rthbound	- Spencer	and Hwy :	135	
					Perce	ntage of Actual	l Trips	
		Planned	Actual	Zero to 5	Zero to 10	Zero to 15	More than	Not
	# of Days	# of Trips	# of Trips	minutes late	minutes late	minutes late	15 minutes	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	31	1,085	1,070	84.2%	93.4%	95.1%	2.8%	2.1%
April	2	70	69	87.0%	97.1%	98.6%	0.0%	1.4%
Total	131	4,585	4,535	85.4%	94.0%	96.6%	1.9%	1.5%
			Average:	87.2%	94.5%	96.8%	1.9%	1.3%

Late/Missed Runs & Incidents – March, 2023

			3/1-3/31/2023
Date	Late run	Missed Runs	Reason
1 Mar	N/A	5:15 PM	MECHANICAL ON 4:01 PM NB AT SAFEWAY/XLD 5:15 PM SB/SWITCHED BUSES
1 Mar	4:41 PM NB & 5:45 PM SB	N/A	GOTHIC RD CLOSED FOR ACCIDENT 1/2 HR LATE TO MT CB
2 Mar	4:45 PM SB & 5:01 PM NB	N/A	DELAYED BY AN ACCIDENT ALMONT ON SB, LATE ON ONE NB TOO
4 Mar	N/A	7:11 AM NB & 8:25 AM SB	NO NOTES,
5 Mar	12:51 PM NB	N/A	NOTE SAID LATE START- DON'T KNOW HOW LATE
8-Mar	N/A	6:56 AM NB & 8:10 AM SB	DRVR CALLED IN SICK
8-Mar	4:01 PM NB	N/A	NO NOTES-CARL STARTED AT CBS 4:35 PM
10-Mar	SEVERAL THROUGHOUT DAY	9:11 AM NB, 11:01 AM NB, 12:51 PM NB, 1:26 PM NB	SNOW DAY-MOST RUNS 10-30 MINS LATE// 4:45 PM SB WENT INTO CBS
10-Mar	SEVERAL THROUGHOUT DAY	2:41 PM NB, 2:56 PM NB, 3:26 PM NB,4:41 PM NB	SNOW DAY, WEATHER & DRVR SHORTAGE
10-Mar	SEVERAL THROUGHOUT DAY	12:20 PM SB, 4:45 PM SB & 6:15 PM SB	SNOW DAY-2:26 PM NB STUCK IN ALMONT/3:30 PM SB STUCK AT MT CB
11-Mar	N/A	8:41 AM NB & 10:00 AM SB	SNOW DAY ALL AM BUSES RUNING LATE 15MINS-30 MINS LATE IN AM
11-Mar	N/A	3:30 PM SB	9:30 AM STUCK CBS, 9:40 AM STUCK ALMONT
11-Mar	N/A	N/A	10:25 PM DIDN'T GO TO MT CB BECAUSE ROAD CONDITIONS, TURNED @ 4 WAY
12-Mar	N/A	9:11 AM NB, 11:01 AM NB, 12:20 PM SB	DRIVER SHORTAGE
12-Mar	N/A	12:51 PM NB, 1:26 PM NB, 2:41 PM NB	GOT STUCK ON HILL-HAD TO TOW 11:25 PM SB?//ADA ON 7:01 PM NB
12-Mar	N/A	2:56 PM NB, 3:26 PM NB, 4:45 PM SB, 6:15 PM SB	DRIVER SHORTAGE
13-Mar	9:11 AM NB	N/A	30 MINS LATE-WAITING FOR BUS AT REC CTR TO SHOW UP
13-Mar	3:45 PM SB, 4:31 PM NB & 5:45 PM SB	N/A	15 MINS LATE-TRAFFIC //15 MINS LATE-POLICE-PAX DELAY AT TT STOP//15 MINS LATE FROM PREV RUN
14-Mar	5:15 PM SB	N/A	20 MINS LATE, HEAVY TRAFFIC
21-Mar	EVENING	N/A	SEVERAL BUSES DIDN'T GO TO MT CB BECAUSE ROAD CONDITIONS, TURNED @ 4 WAY
22 Mar	9:11 AM NB	10:30 AM SB, 12:01 PM NB & 1:25 PM SB	0 MINS LATE-HANDOFF/ STUCK ON GOTHIC & THEN STALLED ON 9:11 AM NB, MISSED 10:30 AM SB, 12:01 AM NB & 1:25 PM SB (DH PER JON?
23 Mar	N/A	CBS ONLY ON 6:01 PM NB	11:15 AM SB// DRVR FORGOT TO GO TO CBS
28 Mar	N/A	N/A	DRVR MISSED A PAX AT TT 7:15 PM SB-WEARING BLACK, HANDS IN POCKETS
29 Mar	N/A	N/A	BROKE DOWN AT SLATE RVR 10:15 AM SB RUN-2 PAX PUT ON NEXT BUS, BACK IN SVC FOR 11:01 AM NB AT CBS
31 Mar	10:26 AM NB	N/A	TURNED @ AT 4 WAY-MISSED MT CB ON 7:40 AM SB & 11:45 AM SB-//20 MINS LATE ON 10:26 AM NB-TRAFFIC AND PEDESTRIANS
	M SB, 10:15 AM SB, 10:30 AM SB &10:45 AM		15 MINS LATE DUE TO ACCIDENT, 15 MINS LATE DUE TO ACCIDENT, ?? MINS LATE & 1/2 HR LATE DUE TO ACCIDENT ON 135
31 Mar	1:41 PM NB	N/A	HAD TO WAIT FOR BUS AT REC CTR / DRVR REPORTED UPSET, BELLIGERENT PAX ON 1:41 PM NB
31 Mar	11:25 PM SB??	N/A	HAD TO WAIT FOR MTN EXPRESS TO BRING PAX FROM TRANSIT CTR TO 4 WAY

GVRTA (GHG Emissi	ons An	alysis			CO2 Kg Emissions				NOx Kg Emissions				
	ssions Produc	ed and R	Reduced			Created if all trips	GVRTA Total	V-a		Created if	GVRTA Total	V-	GVRTA Total	V.
D,	y the GVRTA				Kg of CO2		Kg of CO2	Kg CO2	Kg of NOx	all trips in Single	Kg of NOx	Kg NOx	KG of	Kg Methane
		1-Way	RNG			Occupancy	Emissions	Red.	Emissions			Red.	Methane	Reduct.
2023	Passengers	Bus	Used	Used	Created	Vehicles	Reduction	per	Created	Vehicles	Reduction	per	Emissions Reduction	
	Carried	Trips			by GVRTA	(SOV)	vs. SOV	Pass.	by GVRTA	(SOV)	vs. SOV	Pass.		Pass.
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	41,003	2,140	13,495	2,103	110,812	530,027	419,216	10.224	108	7,991	7,884	0.192	26,816	0.654
April														
May														
June														
July														
August														
September	r													
October														
November														
December														
Total	120,188	6,214	36,436	8,489	327,805	1,553,616	1,225,811	10.199	416	23,425	23,008	0.191	72,406	0.602

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 2.911 average GVRTA bus trips.

The RTA averaged 19.3 passengers per bus in this time period.

RNG vs. Diesel:

With 80% of our fleet powered by RNG, we produce 6,277 Kg less CO2 and 1,047 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 52.753 Kg of CO2 emissions and 0.0670 Kg of NOx emissions. Each one-way trip by automobile creates aproximately 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 beign 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	
2023	2017-D	2017-D	2017-C	2018-C	2019-C	2019-C	2020-C	2021-C	2023-C	2023-C		Bus	Total
											AEX	Miles	Revenue
Bus#	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	Buses	(odom.)	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
March	9,986	4,409	9,704	9,041	9,678	9,670	7,726	9,450			1,184	70,848	71,604
Total	25,251	26,570	23,796	34,088	23,569	19,494	19,701	27,872			6,134	206,475	207,703

2023 Repairs per Bus:

Repairs	/ Bus	53	311	L	_ocal		DOLA		5339	S	B-228		5339	53	39/VW	F	ASTER	5	339	5	339				
2023		201	17-D	2	017-D	2	017-C	2	018-C	2	019-C	2	019-C	2	020-C	2	021-C	20)23-C	20	23-C	In	ventory		
	Bus#	#!	504		#505		#506		#503		#502		#501		#500		#507	#	£508	#!	509		& Fleet		Total
_	Dus #					_				_								"	000	"	-				
January		Ş	6,558	Ş	430	Ş	17,452	\$	3,370	\$	692	Ş	1,328	Ş	143	\$	929					Ş	29,548	Ş	60,450
February	,	\$	1,026	\$	1,259	\$	2,441	\$	1,016	\$	595	\$	1,148	\$	369	\$	1,060					\$	21,589	\$	30,503
March		\$	918	\$	1,192	\$	4,708	\$	-	\$	4,780	\$	60	\$	15,518	\$	380					\$	18,548	\$	46,104
Total		\$ 8	8,502	\$	2,881	\$	24,601	\$	4,386	\$	6,067	\$	2,536	\$	16,030	\$	2,369	\$	-	\$	-	\$	69,685	\$	137,057

Senior Transportation Report

Ridership	on the RTA	Funded :	Senior Service	ces - 2022							
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	innison voices	lny	CB voices	In	Total voices
January	937	240	1,177	3,424	3,989	7,413	\$ 18,197	\$	7,801	\$	25,998
February	948	253	1,201	3,465	2,854	6,319	\$ 20,970	\$	7,594	\$	28,564
March	1,034	155	1,189	3,241	2,953	6,194	\$ 22,494	\$	5,838	\$	28,332
April			8771			();				\$	(-)
May						-				\$	
June			242			7 4 7				\$	74:
July			-			-				\$	02
August			(4)			1.5				\$	1570
September			-			-				\$	r -
October			-			-				\$	0-0
November			-			-				\$	82
December			(6)			*				\$	-
Total	2,919	648	3,567	10,130	9,796	19,926	\$ 61,661	\$	21,233	\$	82,894



MEMO

April 30, 2023

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Gunnison Transit Center

Board Members,

As you may know, the Gunnison City Council has decided not to proceed with our request to build a new multi-modal transit center for the City of Gunnison at the Rec. Center.

Before submitting our request, the GVRTA and Gunnison city staff met multiple-times over the past several years and more recently during late winter and early spring to discuss the possibility of a transit center in the city, and particularly at the Rec Center location. We believed that we had addressed most if not all of their concerns about using this property and that we had the support of the staff. We adopted our preferred location analysis on February 17th (with Boe and Jim supporting the location) and there was a front-page story about our recommendation in the Gunnison Country Times on February 23rd. We didn't receive any negative comments from the public after that article and Leia presented the plan to the City Council on April 11th where there seemed to be support for the project.

Then, on April 20th, I received an email from the city that said that transit center location was on the April 25th agenda. The email also said, due to the public opposition to the project as well as some significant operational impacts, the staff recommendation was to not approve a zoning change that would be necessary to allow a transit center in that location. In response to this email, and after consulting with Leia and Janet, I sent a letter (see a copy included under correspondence in this packet) to the City on April 24th.

The timing of the April 25th meeting was disappointing since the city was informed in advance that that neither Leia nor I would be able to attend. Leia had let them know when she made her presentation that we wanted to be on a May agenda and had followed up with staff afterwards. We had assumed that no action or decision would be made at this meeting. Additionally, neither Boe nor Jim were able to attend the April 25thmeeting and therefore we didn't have any representation. Therefore, during public input and we were unable to address any of the concerns that were brought up.

I have watched a video of the meeting and for the most part, people seemed to be in favor of a transit center in the city, just not at that location. At the end of the discussion, it was clear that the Rec Center location will not be approved by the City Council for a transit center facility.

According to the city staff, current zoning allows for a transit center in the Industrial zone only, so any proposed location outside of the industrial zone would also require a zoning change. Accordingly, before we pursue alternative locations, I recommend that we get

direction from the city as to whether or not they would be willing to change zoning to allow a transit center in any other zones.

At the same time that the above was happening, on April 21st we received a voicemail from Senator Hickenlooper's office saying that the Senator had prioritized our project for the \$2,500,000 funding that we had requested through Congressionally Directed Spending (CDS). This is the first step towards being funded and is the way that we were able to purchase the two new buses that are arriving this week.

We had applied for these funds (as well as other grant opportunities) with the Rec Center site in mind and with a timeline that works for these particular funding opportunities. Now that the Rec Center site is no longer an option and the timeline will necessarily be pushed back, the GVRTA staff recommendation is to withdraw all of the funding requests for a transit center as soon as possible so as to allow those funds to be put to use to support other important projects across the state. We can submit new applications when we have a new plan with an approved location and updated zoning.

Sincerely, Scott Truex











