



Meeting Notice

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

June 30, 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 – JUNE 30, 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 MAY 5, 2023 MEETING MINUTES
- D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT
- E. CORRESPONDENCE
 - 1) Letter of Recommendation – Alpine Express

- 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) Bus Storage Facility Construction update – Scott Truex & Leia Morrison
 - 7) 2023 spring and summer air service update – Bill Tomcich

8:30 G. PUBLIC COMMENT PERIOD

8:35 H. COMMENTS FROM BOARD MEMBERS & STAFF

- 8:40 I. NEW BUSINESS
- 1) 2022-23 Winter Airport survey – Report from David Becher, RRC Associates
 - 2) 2023-24 Winter air service discussion
 - 3) Authorization for Board Chair to sign a contract with United Airlines for winter 2023-24 air service between Gunnison and Houston – Bill Tomcich and Scott Truex – **motion and decision requested**
 - 4) Authorization for Board Chair to sign a contract with American Airlines for winter 2023-24 air service between Gunnison and Dallas – Bill Tomcich and Scott Truex – **possible motion and decision requested**
 - 5) JSX update & discussion – Bill Tomcich and Scott Truex
 - 6) Award contract for concrete apron at 905 W. Evans Maintenance Facility – Leia Morrison & Scott Truex – **motion & decision requested**

- 7) Set Winter 2023-24 Commuter Bus Schedule – Scott Truex – **motion and decision requested**
- 8) Resolution Number 3, Series 2023 – A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY – **motion and decision requested**

9:35 J. ADJOURNMENT OF REGULAR MEETING

Next Meeting – August 11, 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
May 5, 2023
Gunnison County

A. INTRODUCTION

Janet Farmer called the meeting to order at 8:03 am

Board members in attendance: Janet Farmer, Jason MacMillan (ZOOM), Liz Smith, Laura Puckett Daniels, Jim Miles, Anna Fenerty, Steve Morris

Also present are Scott Truex, Leia Morrison, Bill Tomcich (Air Planners), Jon Galle (Alpine Express), Danny Bartelli, John Norton (ZOOM), Cindy Barbour (Alpine Express), 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

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

REGULAR AGENDA

F. OLD BUSINESS

3) Airport Update

No report.

4) Tourism and Prosperity Partnership Association - John Norton reported that we had a great winter until March. Inflation and increased costs have slowed business across all markets. Jason MacMillan asked if we are getting back to a pre-pandemic baseline. Norton reported that this winter was our best ever regarding lodging revenues. He believes we are stronger than our pre-pandemic numbers.

5) Bus service update

Scott Truex reported that in March, we set a new record; we carried over 41,000 people, up 32% over the previous year. YTD, we are up 41%. All of the last 12 months have been record numbers for us. In April, the RTA increased service by nine round trips (from 19 to 28). If the board can make it, there will be a Crested Butte Transportation Planning Meeting on June 12th

from 9-12. Scott reported that we are occupying another Lazy K unit with a driver, with another driver expected next month.

6) Update on Bus Purchase

Scott Truex reported that our first new bus arrived last Monday. The second bus only made it to Fargo but had to turn around for repairs. The bus will receive decals, be prepped for service within the next 10 days, and be in service by the end of the month.

7) 2022-23 winter air service update

Bill Tomcich gave the board a handout summarizing the total winter passenger counts, available seats, and load factors. He reported that the MRG for Houston did a lot better than expected. Because the fare was stronger in March and the fuel prices lower, it impacted the MRG positively, and we will owe less than \$12,000. However, American out of DFW did meet the \$300,000 MRG in January.

9) 2023 Summer Air Service Update

Bill Tomcich reported that we are now down to one daily flight on United but will return to two flights daily in June. There will be a Houston flight on weekends during the summer. On May 25th, JSX resumes. At the next board meeting, we will talk about the contracts. Scott Truex asked if we would like to approach JSX again about flights to Austin next winter and ask that flights be loaded earlier. The board agreed with the idea of approaching JSX and if they are amenable, then this will appear on a future agenda for discussion. Bill Tomcich said air travel is up 18% and that the E175 upgrade will happen on Friday, June 2nd.

10) 2023 Airport survey

Bill Tomcich reported that the airport survey had been wrapped up. David Becher from RRC will report the findings to the board at the June meeting.

11) Bus Storage Facility Construction Update

Scott Truex reported on the progress of the facility construction. Concrete work will start in early June, taking about a week. The domestic water line is complete. Fencing is scheduled for the end of May. We expect the facility to be operational in late June.

12) Gunnison Transit Center Discussion

Leia met with the Gunnison City Council on April 11th. Due to citizen turnout, the council has decided to refrain from further discussing this location. Scott assured the board that the RTA doesn't need a transit center at this time, and operations will continue as it has. Scott Truex suggests we talk to the City about their zoning to allow for a transit center in the future. With current zoning, the only area allowing a transit center is in the commercial zone (south of Highway 50). Scott Truex also recommended to the board that our transportation plan be updated. He would like to start this process this fall and budget for it in 2024. We did need to withdraw our grant applications and asked that the board move to do so. Liz Smith asked what

we would do for public outreach and input or future discussion. Scott Truex said that we would have to work with the city through the planning process. The Town of Crested Butte and Mt. Crested Butte built their own transit centers. It is in their Master Plan, so it will need to be a city initiative to talk to their citizens about it.

Anna Fenerty ***moved to withdraw all federal CDS and Section 5339 grant applications meant for the Gunnison Multi-modal Transit Center construction.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

13) Capital purchases

Scott Truex reported that the bus stop shelter installations are complete.

We now have an RFP for aprons at the Gunnison maintenance facility, and that RFP will be in the papers next week.

G. PUBLIC COMMENT PERIOD

Celeste Helminski from the Gunnison Chamber of Commerce commended the RTA for their service and for the new bus shelters.

H. COMMENTS FROM BOARD MEMBERS AND STAFF

Jim Miles apologized for missing previous board meetings.

Scott Truex informed the board that the governor had amended the statutes for RTA's to collect more sales tax (increasing the maximum to 2%.)

I. New Business

1) Review of the contract with AEX, Inc. – decision regarding a 12-month extension of the contract with AEX for the 2024 commuter bus service. After discussion, no action was taken, allowing the contract to automatically renew.

2) Request from the Whetstone Industrial Park to allow residential use on the lot next to our new bus storage facility (Lot #9) Allow residential use

Jim Miles ***moved to vote in favor of the amendment to the covenants to allow residential use on Lot #9 of the Whetstone Industrial Park if Mountain Express agrees.*** Laura Puckett Daniels seconded the motion, which passed unanimously.

3) Request to consider moving the June meeting from June 16th to June 30th

Liz Smith ***moved to move the June Meeting from June 16th to June 30th.*** Anna Fenerty seconded the motion, which passed unanimously.

The meeting adjourned at 8:59 am.



May, 2023 - Financial Report:


This report was prepared for the GVRTA Board of Directors on June 22, 2023 with information provided by the County Finance Department and shows posted revenues through April, 2023 and expenditures through May, 2023.

Sales Tax Revenues:




Gunnison Valley Transportation Authority Sales Tax Revenues (Future months are now projected 10% below 2022 levels)									
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	\$ 484,914.34	2.7%	4.3%	\$ 484,914	
Mar	\$ 245,671	\$ 460,733	\$ 559,798	\$ 568,000	\$ 537,816.40	-5.3%	-3.9%	\$ 537,816	
April	\$ 205,492	\$ 310,227	\$ 332,944	\$ 338,000	\$ 296,774.37	-12.2%	-10.9%	\$ 296,774	
May	\$ 233,927	\$ 347,074	\$ 386,830	\$ 393,000				\$ 348,147	
June	\$ 373,164	\$ 539,591	\$ 591,654	\$ 601,000				\$ 532,489	
July	\$ 509,375	\$ 635,020	\$ 694,821	\$ 705,000				\$ 625,339	
Aug	\$ 464,055	\$ 555,011	\$ 630,918	\$ 640,000				\$ 567,826	
Sept	\$ 472,333	\$ 546,497	\$ 576,404	\$ 555,000				\$ 518,764	
Oct	\$ 364,890	\$ 412,742	\$ 431,654	\$ 419,000				\$ 388,489	
Nov	\$ 296,457	\$ 359,587	\$ 381,165	\$ 365,000				\$ 343,049	
Dec	\$ 426,868	\$ 487,011	\$ 515,927	\$ 494,000				\$ 464,334	
Year-to-date	\$ 628,725	\$ 757,678	\$ 910,687	\$ 924,000	\$ 1,790,546.09	93.8%	96.6%		
Full Year	\$ 4,220,957	\$ 5,411,171	\$ 6,012,802	\$ 6,002,000		-7.0%	-7.2%	\$ 5,578,981	

Gunnison Valley Transportation Authority Financial Report - April, 2023				
	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Distribution of Sales Tax Revenues among GVRTA funds	\$ 1,790,546.09	\$ 6,002,000	\$ (423,019)	\$ 5,578,981
(Future months are now projected 10% below 2022 levels)				
Sales Tax to General Fund	\$ 1,790,546.09	\$ 3,232,000	\$ 326,981	\$ 3,558,981
Sales Tax to Capital Fund	\$ -	\$ 1,350,000	\$ (150,000)	\$ 1,200,000
Sales Tax to Air Command Fund	\$ -	\$ 1,000,000	\$ (600,000)	\$ 400,000
Sales Tax to Senior Transportation Fund	\$ -	\$ 420,000	\$ -	\$ 420,000
	\$ 1,790,546.09	\$ 6,002,000	\$ (423,019)	\$ 5,578,981



GVRTA Fund Reports:

 GVRTA General Fund Financial Report - April, 2023		YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance		\$ 1,541,925	\$ 1,415,484	\$ 126,441	\$ 1,541,925
Revenues					
Sales Tax Revenues		\$ 1,790,546.09	\$ 3,232,000	\$ 326,981	\$ 3,558,981
Sales Tax - Clerk		\$ 11,624.72	\$ 30,000	\$ (1,000)	\$ 29,000
Interest Charges		\$ 1,088.58	\$ 2,000	\$ 300	\$ 2,300
Other Fines		\$ 4,897.76	\$ 10,000	\$ 3,700	\$ 13,700
Rental Income		\$ 25,850.00	\$ 80,000	\$ (2,000)	\$ 78,000
Earnings on Investments		\$ 42,474.02	\$ 25,000	\$ 31,000	\$ 56,000
5311 A & O FTA 5311 Admin. & Operating Grant		\$ 242,618.00	\$ 242,618	\$ -	\$ 242,618
Total Revenues		\$ 2,119,099.17	\$ 3,621,618	\$ 358,981	\$ 3,980,599
Expenditures:					
Postage		\$ 9.65	\$ 100	\$ -	\$ 100
Supplies & Equipment Under \$4,000		\$ 45.74	\$ 4,000	\$ -	\$ 4,000
Building Repair and Maintenance		\$ 13,231.60	\$ 30,000	\$ -	\$ 30,000
Travel - Transportation		\$ 272.48	\$ 8,000	\$ (6,000)	\$ 2,000
Travel - Meals		\$ 100.13	\$ 6,000	\$ (5,000)	\$ 1,000
Travel - Lodging		\$ 527.77	\$ 6,000	\$ (4,000)	\$ 2,000
Legal Services		\$ 1,966.65	\$ 8,000	\$ -	\$ 8,000
Contracted Temporary Help - Marcy & RAE		\$ -	\$ 12,000	\$ (8,000)	\$ 4,000
Contract Svcs - SFK, GPS, & Bus Stop Maint.		\$ 24,339.40	\$ 62,000	\$ -	\$ 62,000
Management Services - TMS		\$ 46,800.00	\$ 93,600	\$ -	\$ 93,600
Meetings - Registrations		\$ 275.00	\$ 2,000	\$ (1,000)	\$ 1,000
State Fees		\$ 7,161.51	\$ 34,000	\$ (4,000)	\$ 30,000
Treasurer's Fees		\$ 35,302.72	\$ 65,000	\$ 9,000	\$ 74,000
Late Night Taxi Donation		\$ 22,105.23	\$ 30,000	\$ (7,895)	\$ 22,105
Advertising, Notices, & Website		\$ 4,018.92	\$ 20,000	\$ (9,000)	\$ 11,000
Dues & Memberships		\$ 13,468.79	\$ 20,000	\$ (1,000)	\$ 19,000
Auditing		\$ -	\$ 8,500	\$ (4,000)	\$ 4,500
Insurance & Bonds		\$ 16,118.90	\$ 18,000	\$ -	\$ 18,000
Utilities		\$ 3,617.69	\$ 14,400	\$ -	\$ 14,400
Investment Commissions/Fees		\$ -	\$ 100	\$ -	\$ 100
Transfer to County General Fund		\$ 5,216.25	\$ 12,660	\$ -	\$ 12,660
5311 - A Management Services - TMS		\$ 46,800.00	\$ 93,600	\$ -	\$ 93,600
5311 - O Diesel Fuel		\$ 66,492.89	\$ 125,000	\$ 17,000	\$ 142,000
5311 - O CNG Fuel		\$ 158,122.43	\$ 415,000	\$ (40,000)	\$ 375,000
5311 - O Repair & Maintenance - Vehicles		\$ 224,585.56	\$ 500,000	\$ -	\$ 500,000
5311 - O Purchased Transportation Services		\$ 1,040,271.40	\$ 2,525,000	\$ 45,000	\$ 2,570,000
Total Expenditures		\$ 1,730,850.71	\$ 4,112,960	\$ (18,895)	\$ 4,094,065
Ending General Fund Balance		\$ 1,930,173	\$ 924,142	\$ 504,316	\$ 1,428,458
Report shows posted revenues through April and expenditures through May. Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.					

GVRTA Fund Reports:

 GVRTA Capital Reserve Fund Financial Report - April, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
Beginning Fund Balance	\$ 2,739,383	\$ 2,674,625	\$ 64,758	\$ 2,739,383
Revenues:				
Sales Tax Revenues	\$ -	\$ 1,350,000	\$ (150,000)	\$ 1,200,000
Refund of Expenditures (Fading West Deposit)	\$ 380,000.00	\$ -	\$ 380,000	\$ 380,000
SB 267 State Capital Grant (facility)	\$ -	\$ -	\$ -	\$ -
5339 - c Federal Capital Grant (bus)	\$ -	\$ 1,236,800	\$ 223,200	\$ 1,460,000
Total Revenues	\$ 380,000.00	\$ 2,586,800	\$ 453,200	\$ 3,040,000
Expenditures:				
5339 - c Bus Purchase	\$ 1,542,600.64	\$ 1,545,000	\$ (2,399)	\$ 1,542,601
SB 267 Storage Facility Construction	\$ 1,116,287.33	\$ 1,240,000	\$ 110,000	\$ 1,350,000
Housing Purchases	\$ 827,783.04	\$ 1,900,000	\$ (647,000)	\$ 1,253,000
Capital Improvements	\$ 178,071.37	\$ 570,000	\$ (50,000)	\$ 520,000
Total Expenditures	\$ 3,664,742.38	\$ 5,255,000	\$ (589,399)	\$ 4,665,601
Ending Fund Balance	\$ (545,359)	\$ 6,425	\$ 1,107,357	\$ 1,113,782
Report shows posted revenues through April and expenditures through May.				
Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.				
 GVRTA Air Command Fund Financial Report - April, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 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	\$ 311,889.00	\$ 781,000	\$ (281,000)	\$ 500,000
Professional Services -Airplanners & RRC	\$ 49,402.24	\$ 102,000	\$ (2,000)	\$ 100,000
Payment to Airport for Airline Mechanic Subsidy	\$ -	\$ 36,000	\$ 6,000	\$ 42,000
Airline Guarantees - Summer	\$ -	\$ 700,000	\$ (700,000)	\$ -
Total Expenditures	\$ 361,291.24	\$ 1,619,000	\$ (977,000)	\$ 642,000
Ending Fund Balance	\$ 1,788,563	\$ 1,729,977	\$ 281,377	\$ 2,011,354
Report shows posted revenues through April and expenditures through May.				
Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.				
 GVRTA Senior Transportation Fund Financial Report - April, 2023	YTD Actual	2023 Adopted Budget	Revisions	2023 Projected
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	\$ 146,416.20	\$ 355,000	\$ 5,000	\$ 360,000
Total Expenditures	\$ 146,416.20	\$ 475,000	\$ 5,000	\$ 480,000
Ending Fund Balance	\$ 224,846	\$ 312,010	\$ (748)	\$ 311,262
Report shows posted revenues through April and expenditures through May.				
Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.				

Summary of all Funds

GVRTA Total Revenues and Expenditures  Financial Report - April, 2023		YTD Actual	2023 Adopted Budget	Revisions	2023 Projected	
Beginning Fund Balance		\$ 6,802,424	\$ 6,606,096	\$ 196,328	\$ 6,802,424	
Revenues:		\$ 2,499,099	\$ 7,828,418	\$ 115,681	\$ 7,944,099	
Expenditures:		\$ 5,903,301	\$ 11,461,960	\$ (1,580,294)	\$ 9,881,666	
Ending Fund Balance		\$ 3,398,222	\$ 2,972,554	\$ 1,892,303	\$ 4,864,857	
Report shows posted revenues through April and expenditures through May. Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.						
GVRTA Summary of all Funds  Financial Report - April, 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	\$ 1,930,173	\$ 924,142	\$ 504,316	\$ 1,428,458
Capital Reserve Fund Balance		\$ 2,739,383	\$ (545,359)	\$ 6,425	\$ 1,107,357	\$ 1,113,782
Air Command Fund Balance		\$ 2,149,854	\$ 1,788,563	\$ 1,729,977	\$ 281,377	\$ 2,011,354
Senior Transportation Fund Balance		\$ 371,262	\$ 224,846	\$ 312,010	\$ (748)	\$ 311,262
Total Fund Balance		\$ 6,802,424	\$ 3,398,222	\$ 2,972,554	\$ 1,892,303	\$ 4,864,857
Report shows posted revenues through April and expenditures through May. Report prepared by Scott Truex with information from the County Finance department on June 22, 2023.						



June 8, 2023

To Whom It May Concern,

Alpine Express (a subsidiary of CoWest Transportation, LLC) has been providing excellent service for the Gunnison Valley RTA for the past thirteen years. The RTA contracts with Alpine Express to use our vehicles to provide commuter bus service between Gunnison and Mt. Crested Butte, Colorado. Alpine Express is responsible for all aspects of providing the service including staffing of drivers, dispatch, supervisors, and providing vehicle maintenance on our fleet of commuter coaches.

We currently have ten MCI D4500 Commuter Coaches, eight of which are powered by compressed natural gas and two by diesel fuel. These vehicles range in age from zero to seven years old and the oldest vehicles have over 500,000 miles on them.

Alpine Express maintains our fleet of vehicles such that the oldest vehicles run just as well as the newest. Alpine Express Chief Mechanic Danny Bartelli is knowledgeable, engaging, and cares deeply about our fleet. His expertise is an essential part of our operations and I highly recommend CoWest for their ability to maintain our fleet.

The Gunnison Valley RTA has a very strong partnership with Alpine Express and our community benefits greatly from this relationship.

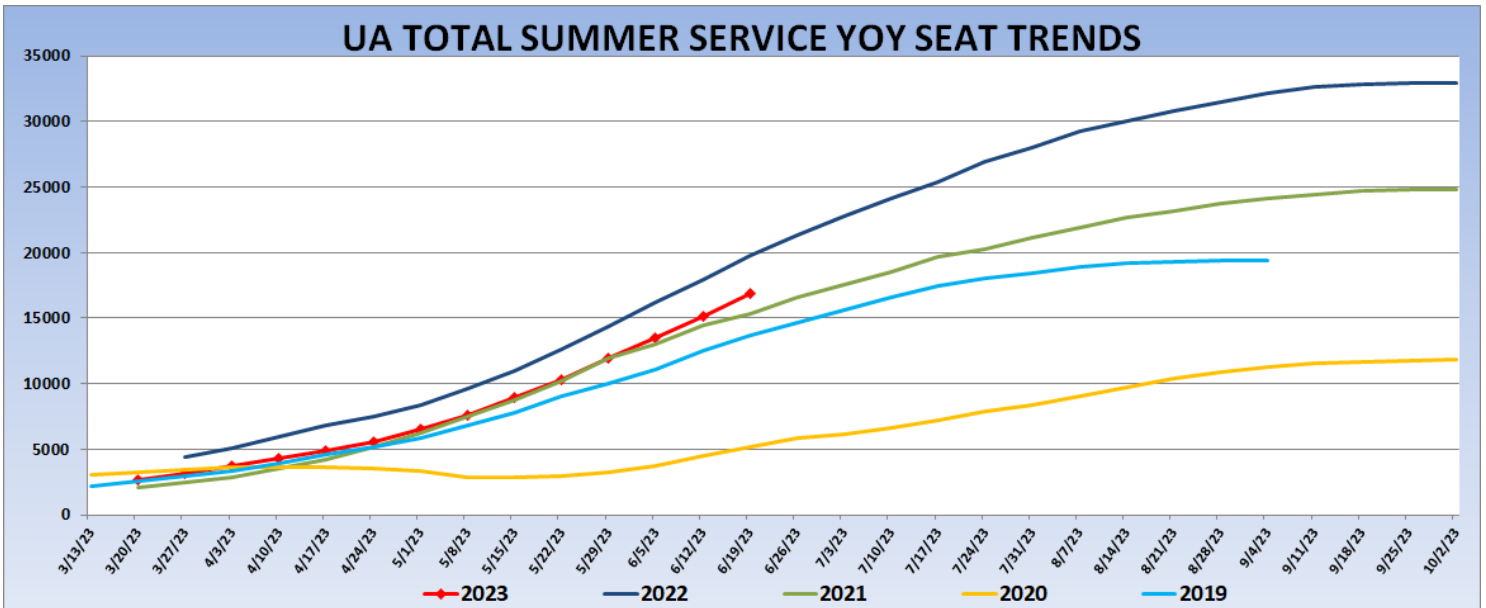
Please contact me with any questions. Thank you.

Sincerely,

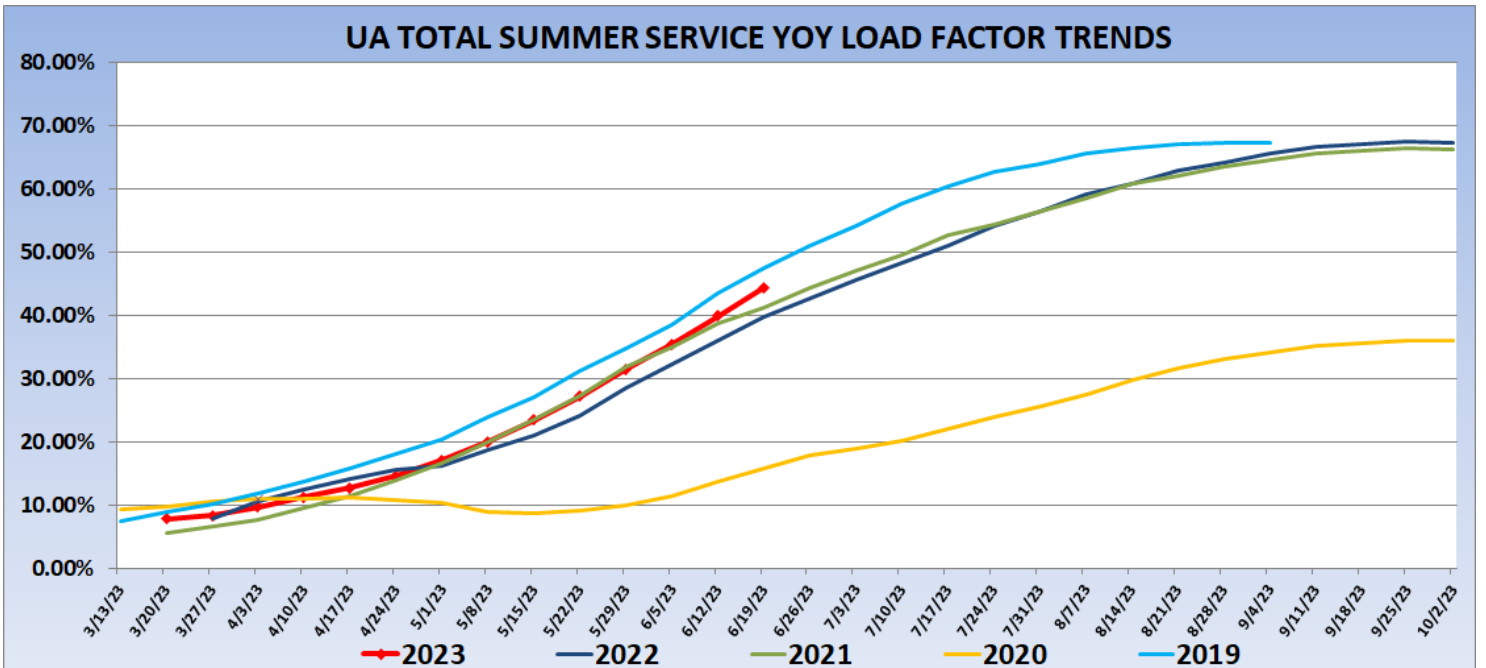
Scott Truex,
Executive Director
Gunnison Valley RTA

Air Program Reports – Summer, 2023

All Flights – Total Seats Sold vs. previous four years



All Flights – Total Load Factor vs. previous four years



Bus program reports – May, 2023

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2023										2022			Year over Year	
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%		
April	16,010	1,702	1,926	57,296	30	9.4	533.7	11,469	9.4	382.3	4,541	39.6%		
May	15,315	1,730	1,968	57,934	31	8.9	494.0	11,549	9.8	372.5	3,766	32.6%		
Total	151,513	9,646	10,986	322,933	151	15.7	1,003.4	107,859	12.4	714.3	43,654	40.5%		

Passengers by Stop – Spring/Summer, 2023:

2023 Spring, Summer, & Fall 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	
April	28	716	249	922	1,000	718	586	461	884	815	122	91	200	474	357	33	41	37	159	7,508	
May	31	785	227	1,096	1,013	1,001	777	352	921	938	179	129	150	620	507	54	37	28	149	8,456	
Total	59	1,501	476	2,018	2,013	1,719	1,363	813	1,805	1,753	301	220	350	1,094	864	87	78	65	308	15,964	

2023 Spring, Summer, & Fall 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		
April	28	1,498	2,761	35	102	100	453	522	279	27	343	216	5,814		
May	31	1,365	3,647	43	121	204	562	885	228	33	427	227	6,857		
Total	59	2,863	6,408	78	223	304	1,015	1,407	507	60	770	443	12,671		

Passenger Boardings by Time – Spring/Summer, 2023:

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2023										Average Riders per Bus - Spring, Summer, Fall, 2023									
Northbound										Northbound									
Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total	April	May	June	July	Aug	Sept	Oct	Nov	Total	
5:26 AM	99	128							227	5:26 AM	3.5	4.1						3.8	
5:56 AM	146	202							348	5:56 AM	5.2	6.5						5.9	
6:26 AM	215	330							545	6:26 AM	7.7	10.6						9.2	
6:56 AM	449	623							1,072	6:56 AM	16.0	20.1						18.2	
7:31 AM	368	490							858	7:31 AM	13.1	15.8						14.5	
8:01 AM	404	487							891	8:01 AM	14.4	15.7						15.1	
8:31 AM	264	284							548	8:31 AM	9.4	9.2						9.3	
9:01 AM	300	276							576	9:01 AM	10.7	8.9						9.8	
9:36 AM	225	296							521	9:36 AM	8.0	9.5						8.8	
10:06 AM	192	197							389	10:06 AM	6.9	6.4						6.6	
10:36 AM	179	179							358	10:36 AM	6.4	5.8						6.1	
11:06 AM	160	184							344	11:06 AM	5.7	5.9						5.8	
11:36 AM	201	230							431	11:36 AM	7.2	7.4						7.3	
12:06 PM	243	225							468	12:06 PM	8.7	7.3						7.9	
12:41 PM	258	239							497	12:41 PM	9.2	7.7						8.4	
1:26 PM	289	335							624	1:26 PM	10.3	10.8						10.6	
2:16 PM	430	431							861	2:16 PM	15.4	13.9						14.6	
2:41 PM	391	412							803	2:41 PM	14.0	13.3						13.6	
3:26 PM	419	482							901	3:26 PM	15.0	15.5						15.3	
3:56 PM	344	344							688	3:56 PM	12.3	11.1						11.7	
4:26 PM	304	309							613	4:26 PM	10.9	10.0						10.4	
4:46 PM	424	433							857	4:46 PM	15.1	14.0						14.5	
5:26 PM	183	246							429	5:26 PM	6.5	7.9						7.3	
6:01 PM	224	248							472	6:01 PM	8.0	8.0						8.0	
7:01 PM	252	284							536	7:01 PM	9.0	9.2						9.1	
8:01 PM	239	263							502	8:01 PM	8.5	8.5						8.5	
9:06 PM	180	177							357	9:06 PM	6.4	5.7						6.1	
10:06 PM	126	124							250	10:06 PM	4.5	4.0						4.2	
Total	7,508	8,458							15,966	Total	9.6	9.7						9.7	
Southbound										Southbound									
Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total	April	May	June	July	Aug	Sept	Oct	Nov	Total	
6:45 AM	169	201							370	6:45 AM	6.0	6.5						6.3	
7:15 AM	169	223							392	7:15 AM	6.0	7.2						6.6	
7:45 AM	181	163							344	7:45 AM	6.5	5.3						5.8	
8:15 AM	111	131							242	8:15 AM	4.0	4.2						4.1	
8:50 AM	157	159							316	8:50 AM	5.6	5.1						5.4	
9:20 AM	130	140							270	9:20 AM	4.6	4.5						4.6	
9:50 AM	96	114							210	9:50 AM	3.4	3.7						3.6	
10:20 AM	92	126							218	10:20 AM	3.3	4.1						3.7	
11:00 AM	145	149							294	11:00 AM	5.2	4.8						5.0	
11:30 AM	166	242							408	11:30 AM	5.9	7.8						6.9	
12:00 PM	153	156							309	12:00 PM	5.5	5.0						5.2	
12:30 PM	172	176							348	12:30 PM	6.1	5.7						5.9	
1:00 PM	173	193							366	1:00 PM	6.2	6.2						6.2	
1:30 PM	171	190							361	1:30 PM	6.1	6.1						6.1	
2:00 PM	249	280							529	2:00 PM	8.9	9.0						9.0	
2:45 PM	304	296							600	2:45 PM	10.9	9.5						10.2	
3:35 PM	373	476							849	3:35 PM	13.3	15.4						14.4	
4:00 PM	652	742							1,394	4:00 PM	23.3	23.9						23.6	
4:45 PM	335	443							778	4:45 PM	12.0	14.3						13.2	
5:15 PM	363	521							884	5:15 PM	13.0	16.8						15.0	
5:45 PM	205	302							507	5:45 PM	7.3	9.7						8.6	
6:15 PM	160	201							361	6:15 PM	5.7	6.5						6.1	
6:45 PM	153	195							348	6:45 PM	5.5	6.3						5.9	
7:20 PM	149	154							303	7:20 PM	5.3	5.0						5.1	
8:20 PM	233	244							477	8:20 PM	8.3	7.9						8.1	
9:20 PM	264	284							548	9:20 PM	9.4	9.2						9.3	
10:25 PM	176	239							415	10:25 PM	6.3	7.7						7.0	
11:25 PM	113	117							230	11:25 PM	4.0	3.8						3.9	
Total	5,814	6,857							12,671	Total	7.4	7.9						7.7	
Overall Total	13,322	15,315							28,637	Overall Total	8.5	8.8						8.7	

Spring, Summer, Fall - 2023 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
April	28	784	782	98.3%	99.2%	99.2%	0.3%	0.5%
May	31	868	864	96.6%	99.3%	99.4%	0.1%	0.5%
June								
July								
August								
September								
October								
November								
Total	59	1,652	1,646	97.4%	99.3%	99.3%	0.2%	0.5%

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
April	28	784	782	98.1%	99.5%	99.6%	0.0%	0.4%
May	31	868	866	95.8%	98.6%	98.7%	0.2%	1.0%
June								
July								
August								
September								
October								
November								
Total	59	1,652	1,648	96.9%	99.0%	99.2%	0.1%	0.7%
Average:				97.2%	99.2%	99.2%	0.2%	0.6%

Late/Missed Runs & Incidents – April/May, 2023

4/1-4/30/2023			
Date	Late run	Missed Runs	Reason
2-Apr	N/A	4:45 PM SB	BUS BROKE DOWN AT MT CB ON 3:26 PM NB, MISSED SB
10-Apr	12:46 PM NB	N/A	HAD TO SWITCH BUSES LAST MINUTE-STARTED 1:04 PM
19-Apr	N/A	7:45 AM SB & 8:31 AM NB	PAX BOARDED AT 4 WAY ON SB BUS HAD TO WAIT FOR EMS TO COME AND REMOVE THE PAX
19-Apr	N/A	N/A	ACCIDENTLY LEFT MT CB 15 MIN EARLY (5:30) FOR 5:45 PM SB
27 Apr	5:21 AM NB & 6:40 AM SB	N/A	5:21 AM NB BROKE DOWN ALMONT/NEXT DRVR PU 5 PAX FROM BUS/6:40 AM SB STARTED AT CBS

5/1-5/31/2023			
Date	Late run	Missed Runs	Reason/Incident
1-May	12:46 PM NB & 2:05 PM SB	N/A	BELT BROKE @ TT ON 12:26 PM NB, STARTED 2:05 PM SB AT CBS
5-May	N/A	6:56 AM NB & 8:15 AM SB	DRIVER WAS A NO SHOW FOR SHIFT-FOUND OTHER DRVR FOR 2ND LAP
13-May	N/A	9:25 PM SB	BROKE DOWN MT CB? SWITCHED BUSES/MISSED RUN

GVRTA 2023 Emissions Analysis

GVRTA GHG Emissions Analysis														
GHG Emissions Produced and Reduced by the GVRTA					Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
2023	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)										
January	40,983	2,123	11,923	2,996	109,493	529,769	420,276	10.255	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	16,010	1,702	8,636	2,720	84,901	206,954	122,053	7.624	130	3,120	2,990	0.187	17,162	1.072
May	15,315	1,730	9,081	2,948	90,172	197,970	107,798	7.039	141	2,985	2,844	0.186	18,045	1.178
June														
July														
August														
September														
October														
November														
December														
Total	151,513	9,646	54,153	14,156	502,877	1,958,540	1,455,662	9.608	687	29,530	28,842	0.190	107,614	0.710

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 2.736 average GVRTA bus trips.

The RTA averaged 15.7 passengers per bus in this time period.

RNG vs. Diesel:

With 80% of our fleet powered by RNG, we produce 10,742 Kg less CO2 and 1,563 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 52.133 Kg of CO2 emissions and 0.0713 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 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509			
January	5,787	11,036	7,617	8,443	8,345	8,449	6,113	9,817	-	-	4,874	70,481	70,910
February	9,478	11,125	6,475	16,604	5,546	1,375	5,862	8,605	-	-	2,076	67,146	65,189
March	9,986	4,409	9,704	9,041	9,678	9,670	7,726	9,450	-	-	1,684	71,348	71,604
April	9,433	8,869	6,018	5,627	6,053	5,316	7,640	6,043	-	-	2,016	57,015	57,296
May	7,188	10,176	7,353	6,521	7,786	4,181	7,605	5,658			2,368	58,836	57,934
Total	41,872	45,615	37,167	46,236	37,408	28,991	34,946	39,573			13,018	324,826	322,933

2023 Repairs per Bus:

Repairs / Bus 2023	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509		
January	\$ 6,558	\$ 430	\$ 17,452	\$ 3,370	\$ 692	\$ 1,328	\$ 143	\$ 929			\$ 29,548	\$ 60,450
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
April	\$ 1,153	\$ 1,116	\$ 2,780	\$ 764	\$ 1,294	\$ 1,115	\$ 359	\$ 631			\$ 30,307	\$ 39,519
May	\$ 2,775	\$ 1,120	\$ 1,378	\$ 2,470	\$ 997	\$ 3,191	\$ 4,213	\$ 1,841			\$ 29,975	\$ 47,960
Total	\$ 12,430	\$ 5,117	\$ 28,759	\$ 7,620	\$ 8,358	\$ 6,842	\$ 20,602	\$ 4,841	\$ -	\$ -	\$ 129,967	\$ 224,536

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	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	1,090	337	1,427	3,547	4,167	7,714	\$ 23,384	\$ 7,111	\$ 30,495	
May	927	270	1,197	3,137	3,635	6,772	\$ 24,928	\$ 8,097	\$ 33,025	
June	-	-	-	-	-	-			\$ -	
July	-	-	-	-	-	-			\$ -	
August	-	-	-	-	-	-			\$ -	
September	-	-	-	-	-	-			\$ -	
October	-	-	-	-	-	-			\$ -	
November	-	-	-	-	-	-			\$ -	
December	-	-	-	-	-	-			\$ -	
Total	4,936	1,255	6,191	16,814	17,598	34,412	\$ 109,973	\$ 36,441	\$ 146,414	

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



Project Status Report
06/20/2023

Potential change orders:
Fence relocation
Change Orders
Change order #1 \$1,570 – addition of Knox box and Knox switch
Change Order #2 \$71,535 – Use preferred local contractors
Change Order #3 \$0 – Construction time extension
Change Order #4 \$7,076 - Additional 220 outlets
Change Order #5 \$11,220.00 - Excavation and backfill for fire line inspection
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 - Answered
RFI#16 Meter housing wire size - Answered
Submittals pending
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
099123 – Interior paint
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
233416 - Exhaust fans product data - resubmittal
237433 - Make-up-air units product data
238200 – convection unit heaters
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.
Floors have been repaired except for outside overhead doors due to temperatures
Punctures, tears and areas where the vapor barrier are not sealed to the framing need to be repaired
Masonry veneer at the SE and SW corners have cracked due to water infiltration caused by deficient flashing at the corners
Masonry veneer at the construction joint in the south wall is pulling away from the building. After contractor removed a few of the affected block it appears the vertical spacing of the brick ties is incorrect and the 8” spacing of brick ties at panel ends was not followed.
Flashing at top of masonry does not consistently extend past the face of the masonry and splices are not correctly lapped and sealed. This condition has allowed water to infiltrate behind the masonry and caused cracks in the grout and damage to CMU blocks.
Material Delivery
Known Labor or material delivery issues
Attachments:
4 Week Look Ahead 6/26/2023 - 6/30/2023 Electrical Finishes and Equipment Hook-up 7/3/2023 – 7/7/2023 Holiday Final Paint 7/10/2023 – 7/14/2023 Lift Gates Installation Equipment Start-up 7/17/2023 – 7/21/2023 Exhaust Fan Installation

7/24/2023 – 7/28/2023

B4 lights delivery/installation

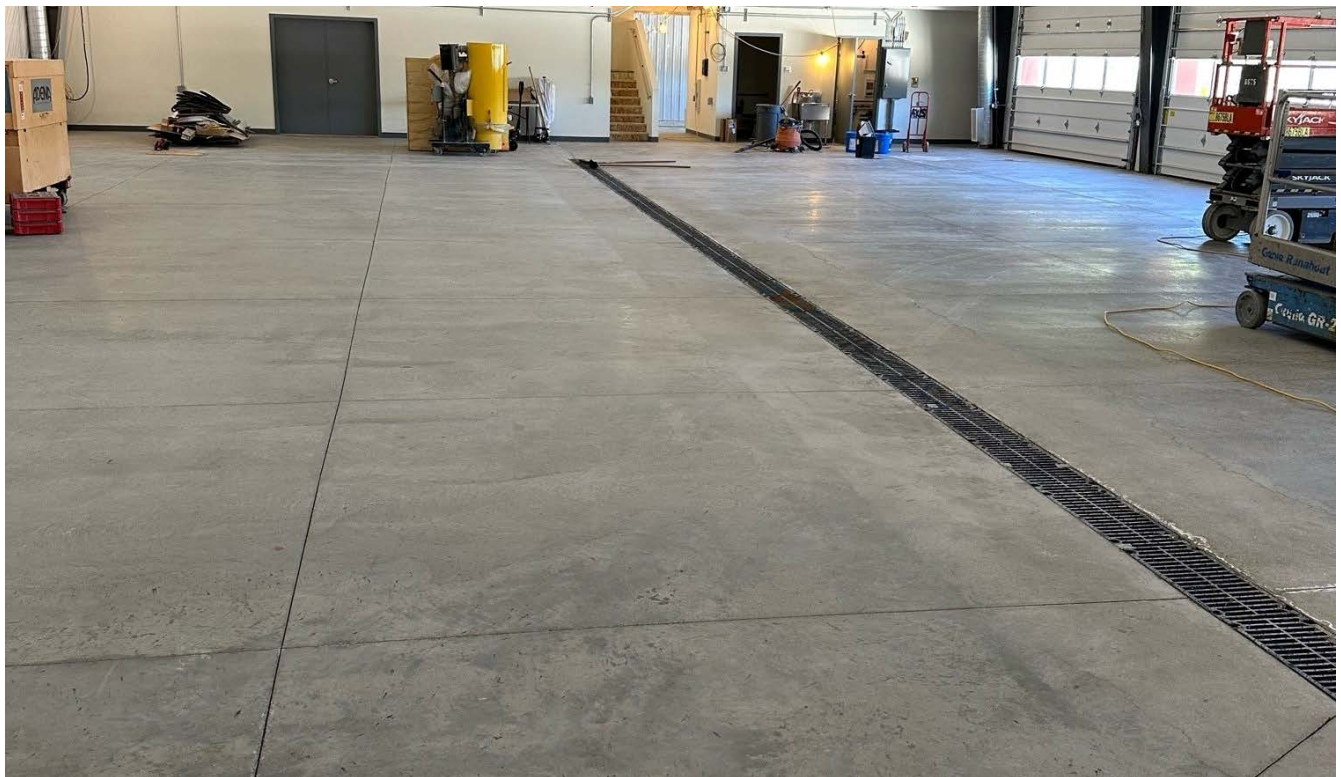
Punchlist Walkthrough

Overall schedule: Attached

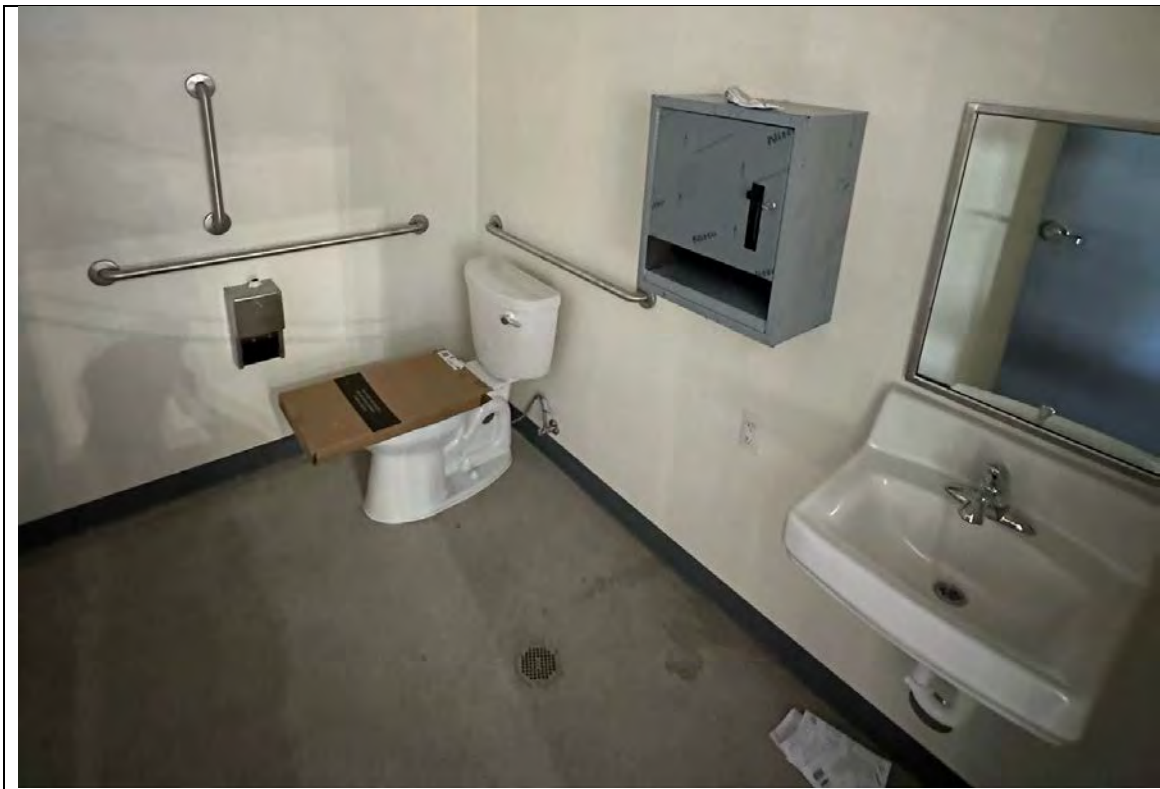
Progress Photos and Narratives



1. Front Landscaping and Sidewalk Placed.



2. Interior Concrete Flooring Densified and Sealed.



3. Bathroom Fixtures and Accessories Installed.



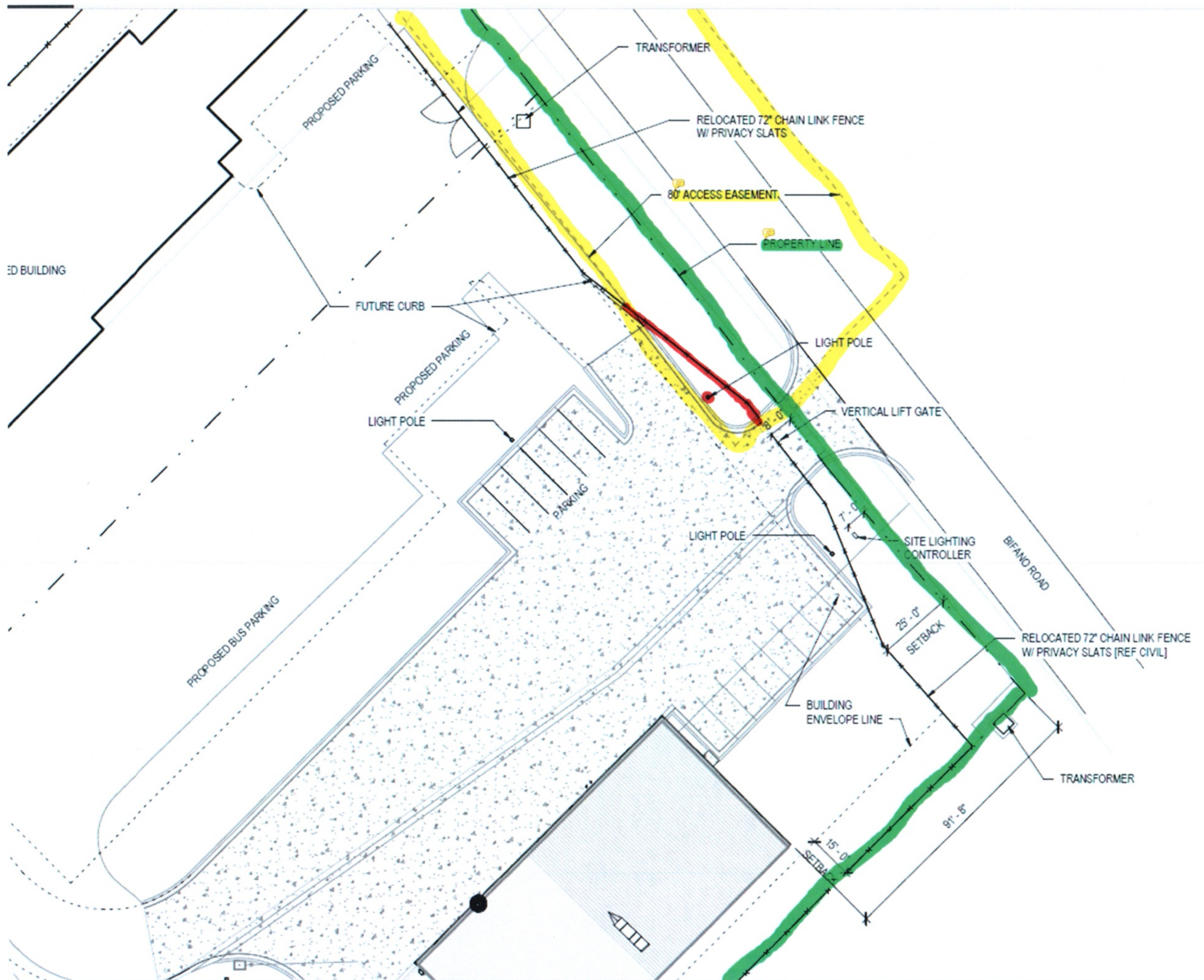
4. Plumbing Equipment for Domestic Water Hooked-Up.



5. Remaining Exterior Concrete Poured.



6. Grading, Landscape, and Concrete Completed at the Rear of the Property.



GUC Passenger Survey Winter 2022/23

Final Report
June 2023





Outline

03. Methodology

05. Executive Summary

11. Visitor Type & Geographic Origin

17. Demographics

24. Airport and Flight Topics

36. Trip Characteristics

51. Gunnison/CB Destination Ratings





METHODOLOGY

- The winter 2022/23 GUC Passenger Survey was conducted via intercept survey. Over the Winter 2022/23 period, a random sample of passengers in the GUC terminal were approached by a survey administrator and invited to take a paper survey.
- The winter 2022/23 results reflect surveys completed December 28, 2022 through April 3, 2023.
- A total of 1,806 survey responses were collected (equivalent to 6.9% of the 26,066 outbound passengers in Dec-Mar).
- The 95% confidence interval for a sample of 1,806 is +/-2.3 percentage points.
- The winter 2022/23 results are weighted to be representative of Dec-Mar outbound passenger volume by flight route.





METHODOLOGY

- Many questions were only asked to a sub-set of respondents, either Full-time Residents (FTRs) or Visitors and Part-Time Residents (PTRs). Because of this, the sample size (and thus margin of error) varies for each specific question.
 - For n=1,000, 95% confidence interval (CI) is +/-3.0%
 - For n=750, 95% CI is +/-3.5%
 - For n=500, 95% CI is +/-4.3%
- This report summarizes overall results for the winter 2022/23 season, segmentations by visitor type and departing flight, and comparisons to the winter 2019/20 GUC survey results.





RRC

Executive Summary

- Overall, the winter 2022/23 results exhibited a mix of stability and change from winter 2019/20.
- Visitor Type and Geographic Origin
 - **Visitor type shifted slightly**, with slightly fewer visitors (76%, down from 80% in 2019/20), and more PTRs (13%, up from 9%). FTRs held roughly steady (10-11%%).
 - **Geographic origin was generally similar** in the 22/23 and 19/20 seasons, with a few shifts.
 - **Census Region:** The South fell 6 pts to 58%, while the Northeast rose 5 pts to 12%.
 - **State:** . TX remained the clear leader (30%), although down 7 ppt from 19/20. Also: FL +4 pts YOY, CA +2 pts, NY +2 pts, AR +2 pts, OK -4 pts, IL -2 pts
 - **DMA:** Dallas remained the largest market (12%), although down 5 ppt YOY. Following were Denver (11%; includes Gunn. Co.), Houston (8%), Austin (4%), NYC 4%), Wash DC (3%).
 - **Drops from Dallas (and TX)** coincided with **shifts in flight service**. Combined, AA-DFW and JSX-DAL accounted for a smaller share of pax in 22/23 (39%) than in AA-DFW alone in 19/20 (50%).



RRC

Executive Summary

- **Demographics were generally similar to 19/20.**
 - Average **age** was 46.2, similar to 44.9 in 19/20.
 - **Household status** was diverse: 33% couples/no kids, 32% families with kids at home, 23% singles/no kids, 12% empty nesters. Empty nesters dipped 5 ppt YOY.
 - Average **party size** was 2.8 people (2.9 in 19/20).
 - Interpolated median **household income** rose to \$213,000 from \$169,000.
- Other demographics characteristics of **locals**:
 - Average time FTRs have **lived in the Gunnison/CB region** was 12.9 years (median 7 years).
 - 28% of full-time residents identified as **remote workers** in 2022/23 (i.e. working for a firm located outside of the Gunnison / CB region).
 - Remote workers tend to be frequent users of GUC, particularly for business travel. They are also comparatively affluent, somewhat older, and are comparatively less satisfied with GUC air service.



RRC

Executive Summary

- Airport and Flight Topics
 - **Why chose GUC (instead of other airport)?** Overwhelmingly, convenient location (94%). Also: minimize travel time (26%), ease of use of airport (23%), convenient arrival/departure times (17%), competitive airfare cost (13%), etc.
 - 27% **considered other airports** for this trip, primarily Denver (16%) and Montrose (14%), similar to 19/20.
 - Respondents had **flown out of GUC** an average of 2.1 times in the past 12 months, and other airports an average of 0.9 times → **GUC captured 70% share** of respondent travel.
 - Other airports captured 30% share: DEN (17%), MTJ (5%), COS (2%), GJT (1%), other (4%).
 - Leading **reasons for using other airports** in past 12 months were less expensive airfare (38%), more convenient of flight schedules (25%), and lower overall trip cost (22%).
 - **Less expensive airfare** was cited by higher shares of FTRs (72%) and PTRs (47%) than Visitors (24%).



RRC

Executive Summary

- Airport and Flight Topics (continued)
 - **Average satisfaction ratings were largely positive.**
 - At least half of pax were “**extremely satisfied**” with ease of use of GUC (77%), quality of terminal (71%), airport location (68%), air service overall (52%), and arrival/departure times (50%)
 - **Ratings were lower** for cost of airfares (20% “extremely satisfied”), flight reliability (25%), and cities served by nonstop flights (35%), and convenience of connections (38%).
 - Satisfaction improved YOY for convenience of arrival/departure times (average 4.2 on 1-5 scale, +0.3 ppt) and connections (4.1, +0.3 ppt).
 - **Suggestions for improvement regarding flight service (comments):**
 - Additional food & beverage options at GUC
 - Direct flights to more cities
 - Reduce flight delays / cancellations / lost luggage
 - Airfares high, add more summer/year-round service, improve ground transport to airport



RRC

Executive Summary

- **Trip characteristics** among visitors and PTRs exhibited a mix of stability and change.
 - **Average length of stay** increased (5.9 nights 22/23, 5.1 in 19/20).
 - The leading **trip purpose** was downhill skiing (87%). *(Multiple responses permitted)*
 - Followed distantly were visiting friends/relatives (25%), other leisure/sightseeing/holiday (13%), and other recreation/snowmobiling (7%).
 - **Leading trip activities:** 87% downhill skiing/snowboarding, 44% fine dining, 37% shopping / galleries, 26% rest and relaxation, 31% hot tub / sauna.
 - **Epic product** ownership among skiers increased to 74% from 52% in 19/20.
 - Most PTRs (94%) & 53% of Visitors had **previously visited the area in winter**, similar to 19/20.
 - 93% of PTRs and 32% of Visitors had **previously visited the area in summer**.
 - **Accommodation location remained consistent with 19/20**, led by Mt. CB (64%).
 - Average **spending per person per day** was \$260.
 - Includes \$101 for lodging, \$63 food/drink, \$58 skiing, \$20 shopping, \$17 other.
 - **Average spend per person per trip** was \$1,270.
 - **Aggregate visitor/PTR trip spend** is estimated at \$29.5 million in Dec-Mar 22/23.



RRC

Executive Summary

- **Satisfaction with Gunnison / Crested Butte area as a winter destination**
 - The **Net Promoter Score**, based on likelihood to recommend the Gunnison / CB area as a winter travel destination, was 67%, with 72% “Promoters”, 22% “Passive Supporters”, and 6% “Detractors”. When asked to comment on likelihood to recommend, leading themes included:
 - Quality of ski experience
 - Quality of town experience
 - Beauty / scenery
 - Friendly people, less crowded, ease of travel & destination, affordable, varied activities
- More than half (60%) said they would “definitely” **return to Gunnison / Crested within the next 3 winters** (+5 ppt from 19/20).
 - Among respondents **50% or less likely to return** in next three winters, reasons include:
 - Desire to visit/ski other resorts
 - Hard to get to / distance / flight problems
 - Cost / expense, one-off travel occasion, negative / unsatisfying experience



RRC

Visitor Type & Geographic Origin





RRC

Visitor Type

Are you a local resident of the area, or a visitor?

	Overall		Visitor Type (2022/23)			GUC Departing Flight (2022/23)				
	Winter 2022/23	Winter 2019/20	Full-time local resident	Part-time/seasonal resident or second homeowner	Visitor	American to Dallas	JSX to Austin	JSX to Dallas	United to Houston	United to Denver
	A	B	A	B	C	A	B	C	D	E
Visitor	76%	80%			100%	83% B C D E	56%	59%	74%	74% C
Part-time/seasonal resident or second homeowner	13% B	9%		100%		11%	35% A E	30% A E	17% A E	11%
Full-time local resident (reside in area more than 6 months per year)	10%	11%	97%			6%	9%	11%	9%	15% A D
Former part-time resident turned full-time resident	0%		3%			1%			0%	0%
n=	1,791	469	194	248	1,349	555	43	99	378	708

Letters denote statistically significant differences (95% conf. level). The key of the category with the smaller column proportion appears in the category with the larger column proportion.

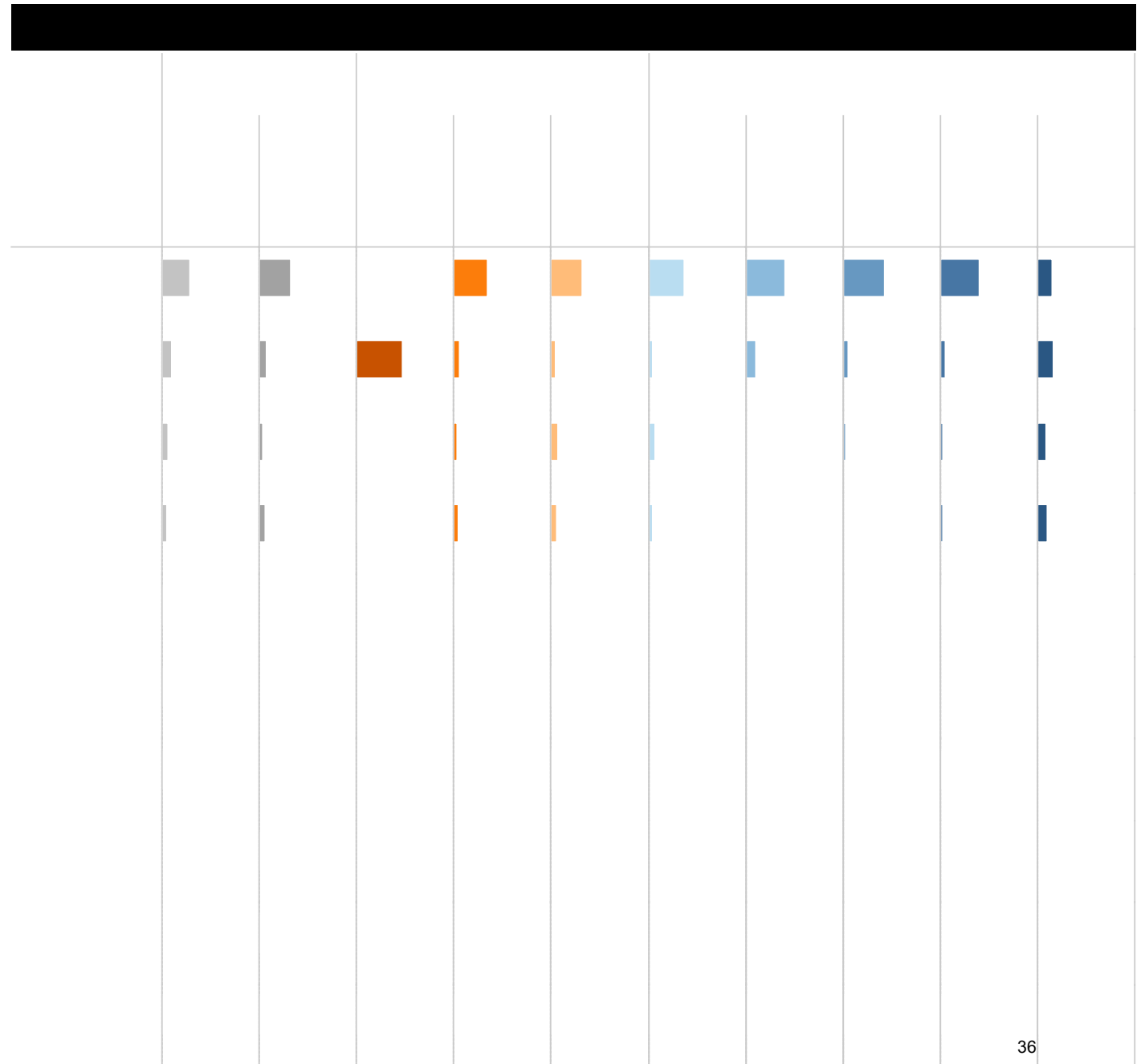
- Visitors comprised the largest share of respondents in 2022/23 (76%), roughly similar to 2019/20 (80%).
- The share of Part-Time Residents (PTRs) increased to 13%, up 4 ppt. Full-Time Residents (FTRs) held roughly steady at 10%.
- 83% of AA passengers were visitors, a higher share than on other flights (56-³⁵ 74% visitors). 30-35% of pax on JSX flights were PTRs, a relatively high share.



Place of Residence: Census Region

RRC

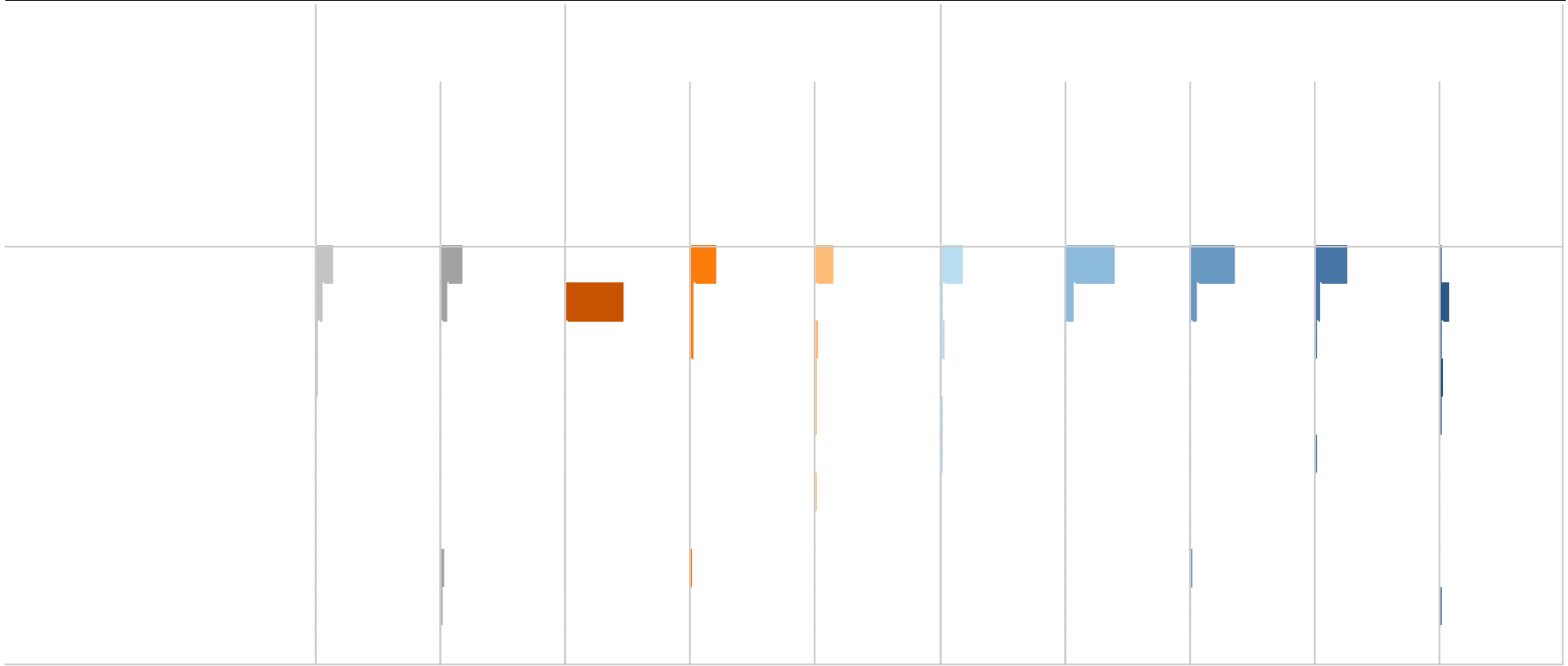
- Most pax were from the South (58%), albeit down 6 ppt from 2019/20.
- An increased share of pax were from the Northeast (12%, up 5 ppt).
- Visitors and PTRs have generally similar origins, except that the Northeast generates a higher share of Visitors (15%) than PTRs (7%).
- Passenger origins differ by flight, with United carrying the most geographically diverse mix.





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Place of Residence States (Top 10)

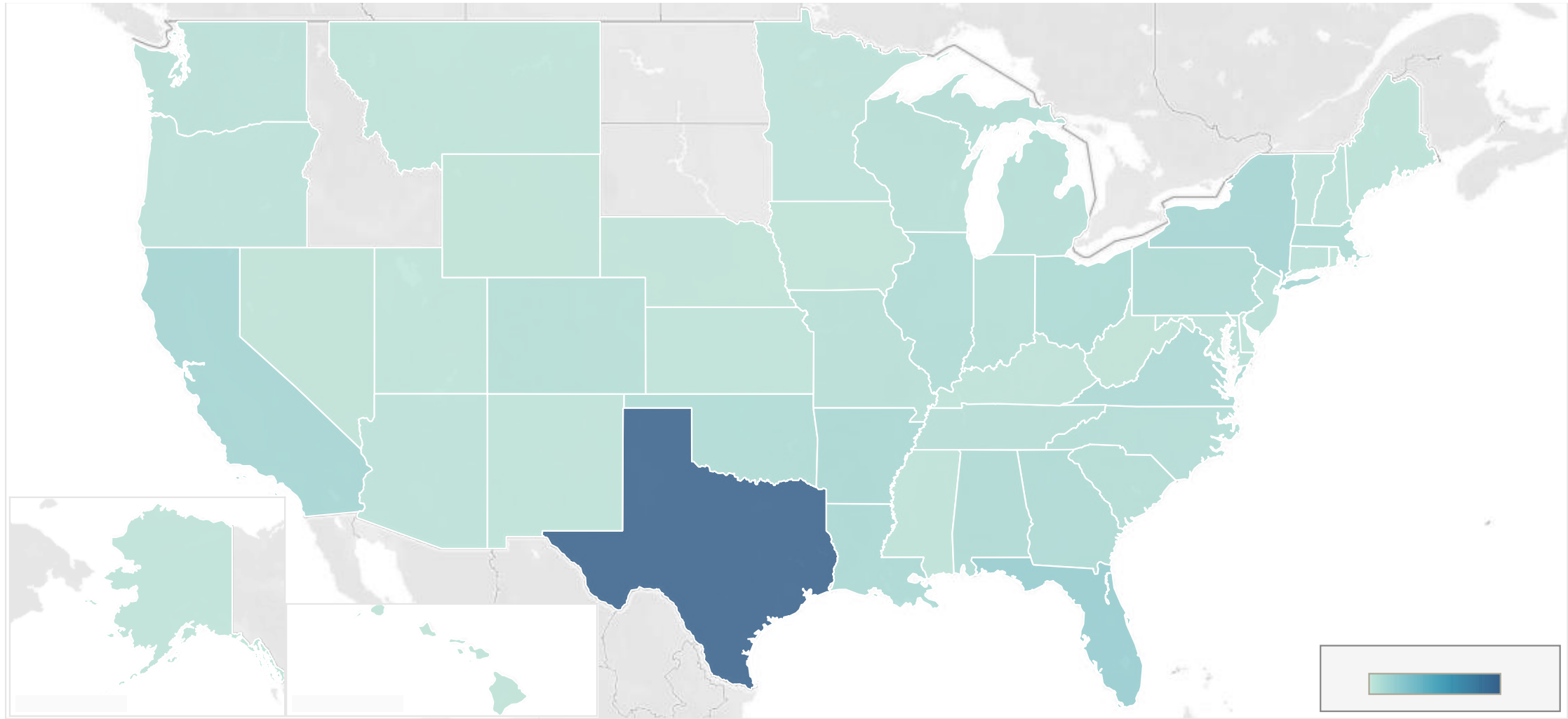


- Travel by state shifted moderately in 22/23, with a shift away from TX. TX remained the clear leader (30%), although down 7 ppt from 2019/20. Other shifts: FL +4 ppts, CA +2 ppts, NY +2 ppts, AR +2 ppts, OK -4 ppts, IL -2 ppts.
- TX accounted for a larger share of PTRs (43%) than Visitors (32%).
- Passenger origins differed significantly by departing flight. TX was the leader₃₇ on all flights except UA-DEN.



RRC

Visitor/PTR Residence 2022/23 (FTRs excluded)

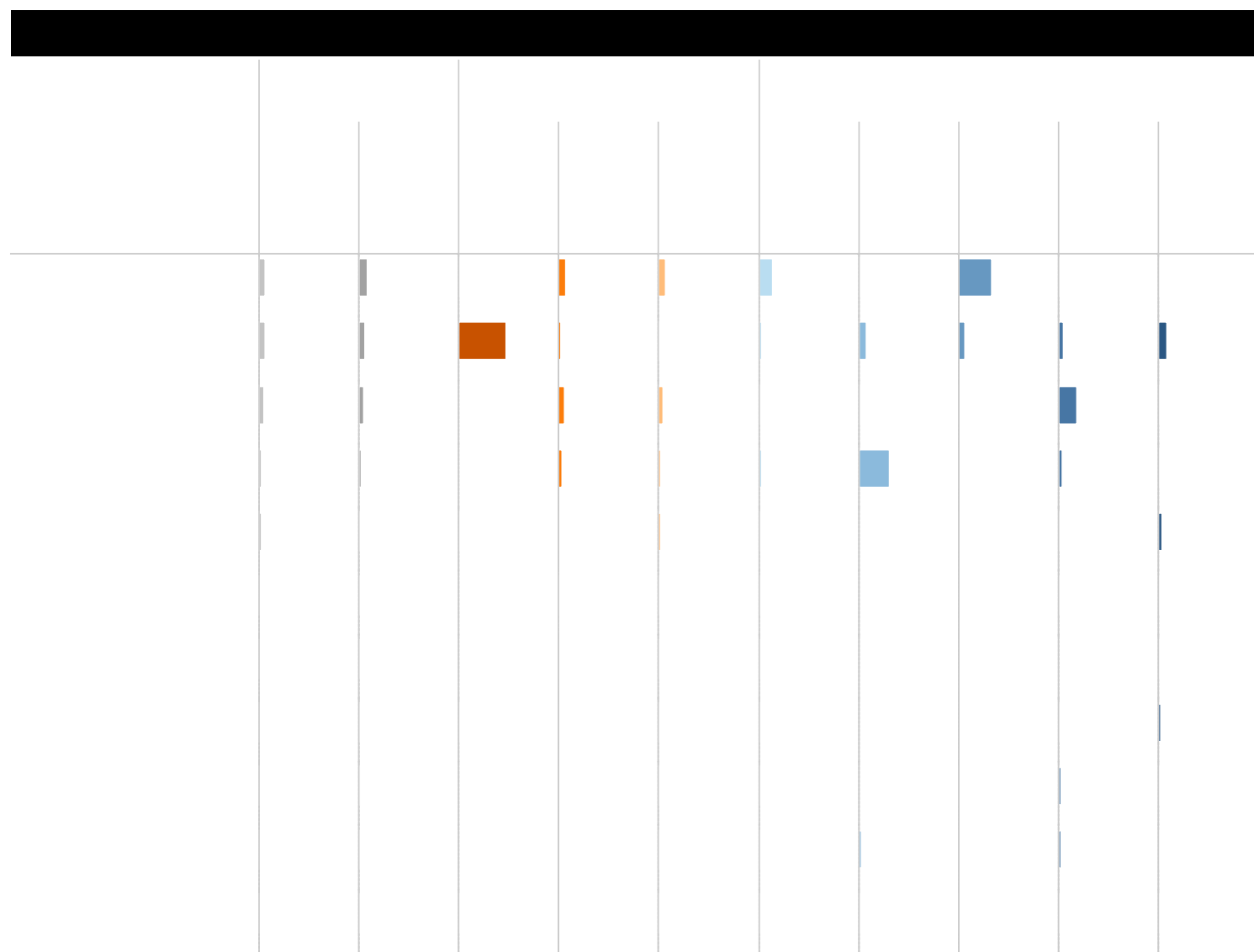


- Among Visitors and PTRs combined, leading states in winter 2022/23 were TX (33.1%), FL (6.3%), CA (4.2%), NY (4.0%), and AR (3.3%) – top 5 states summing to 50.9%.



RRC

Place of Residence DMA (Top 10)



- DMA results were generally in line with Winter 2019/20. The greatest shift was a decrease this winter from Dallas (-5 ppt).
- Despite this decrease, Dallas remained the top DMA (12%), followed by Denver (11%; includes Gunnison Co.) and Houston (8%).
- Again, origins differ by flight. The DMA for each destination airport generates a significant portion of flight traffic (e.g. Dallas DMA contributes 25% of DFW pax).



RRC

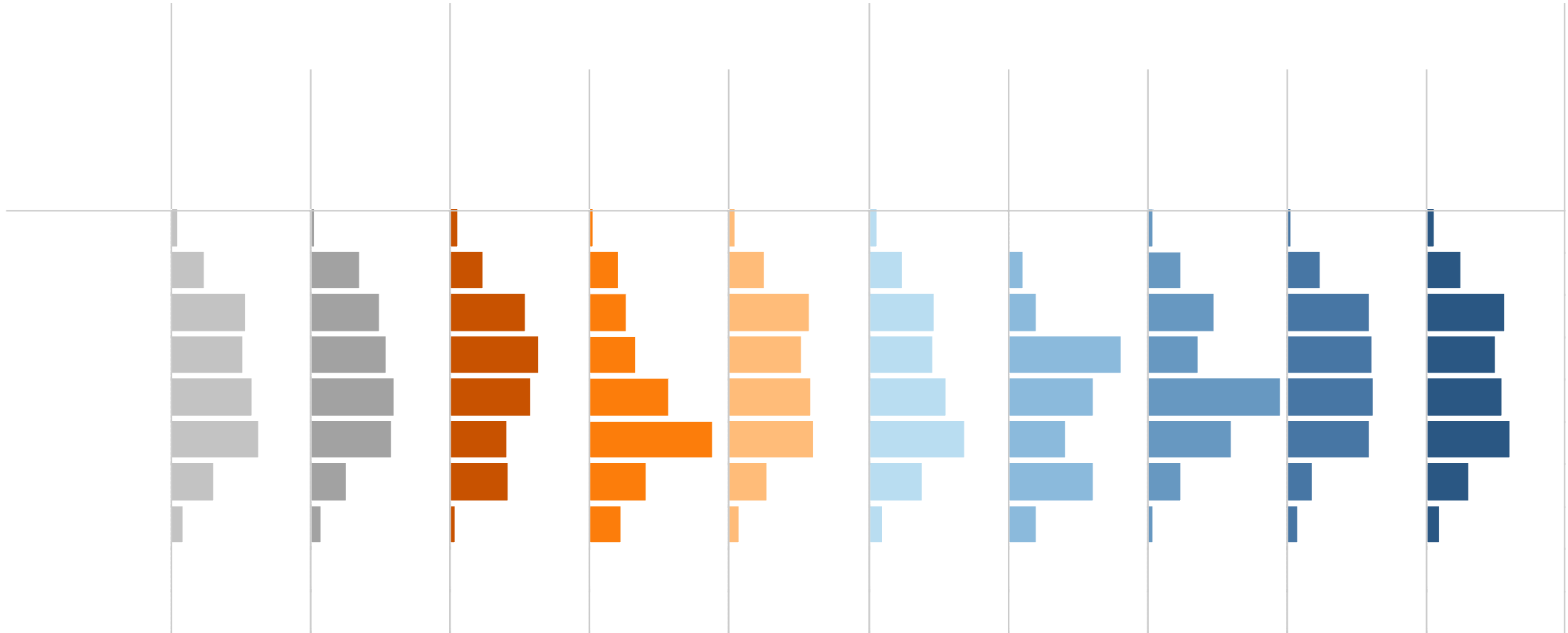
Demographics





RRC

Age

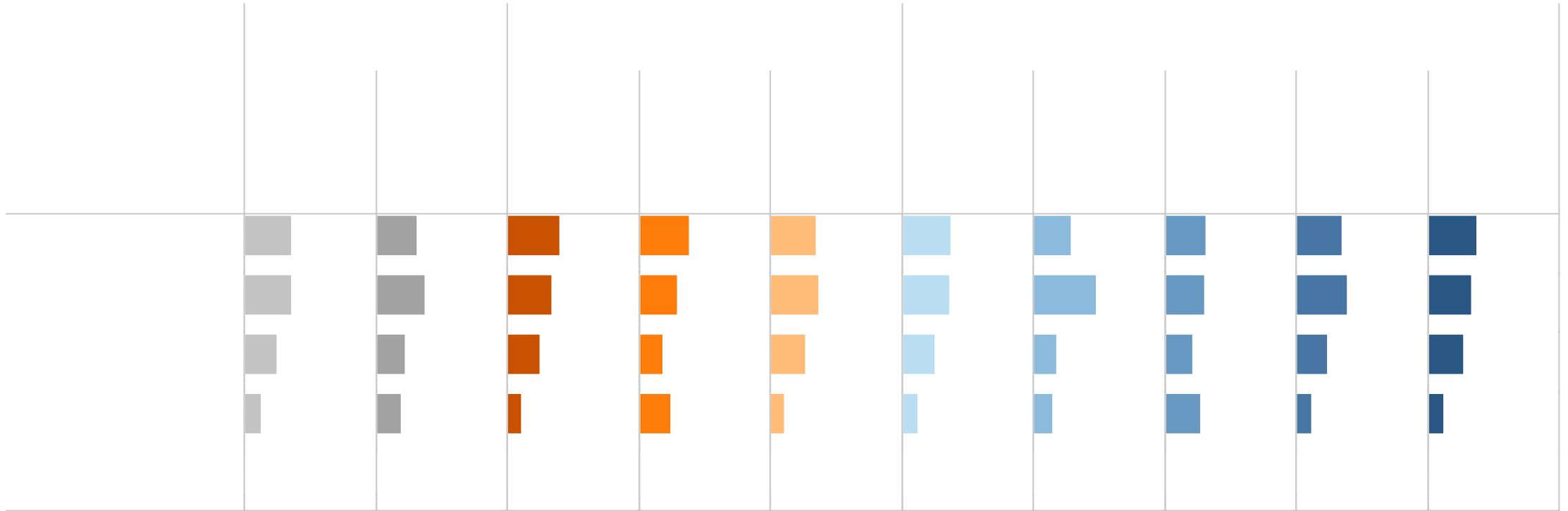


- The age profile of respondents was highly similar to 19/20, except for a dip in respondents aged 18-24 in 22/23 (down 4 ppts).
- PTRs were significantly older (avg age 52.3) than Visitors (45.3) and FTRs (45.0).
- Average age was generally similar across flight routes.



RRC

Household Status

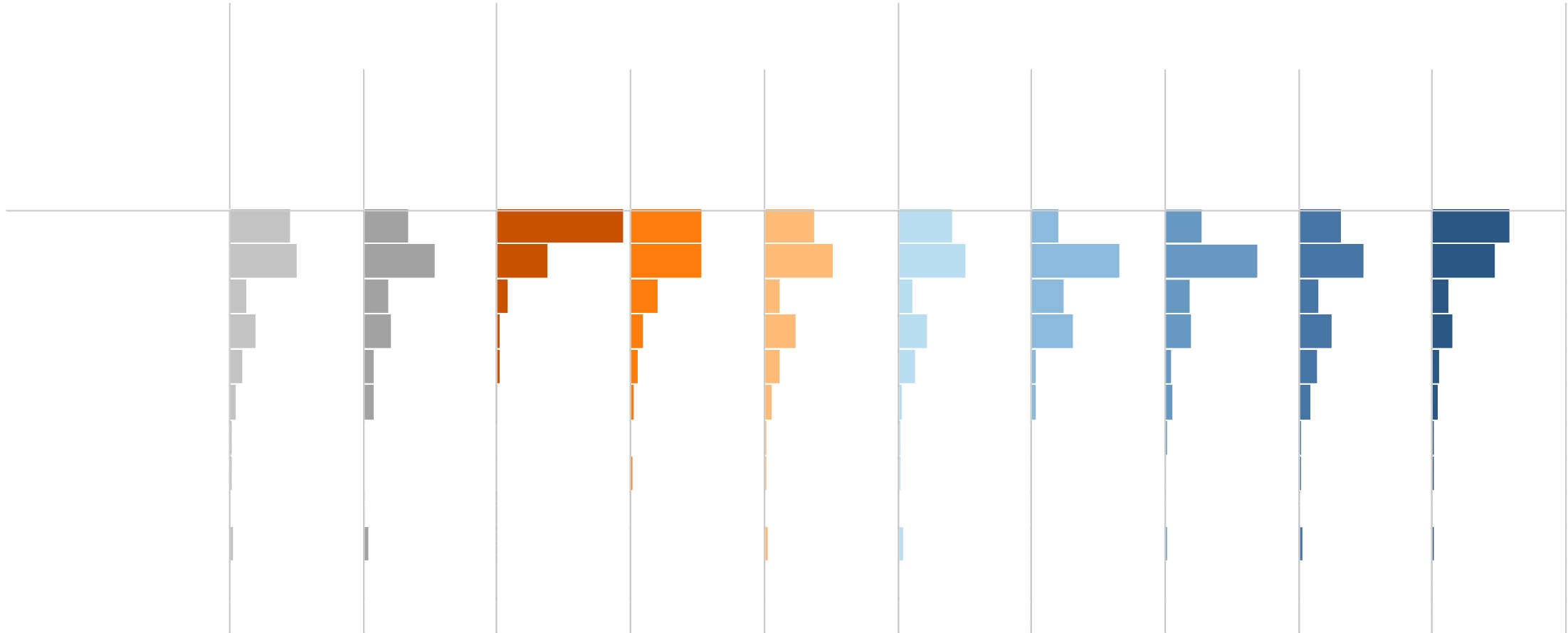


- Household status was generally similar to 2019/20, except for a dip this winter in empty nesters (-5 ppt).
- By visitor type, PTRs were significantly more likely to be empty nesters (22%) than FTRs (10%) and visitors (10%).
- JSX-DAL respondents were significantly more likely to be empty nesters (25%) than pax on other flights (11-13%).



RRC

People in Travel Party

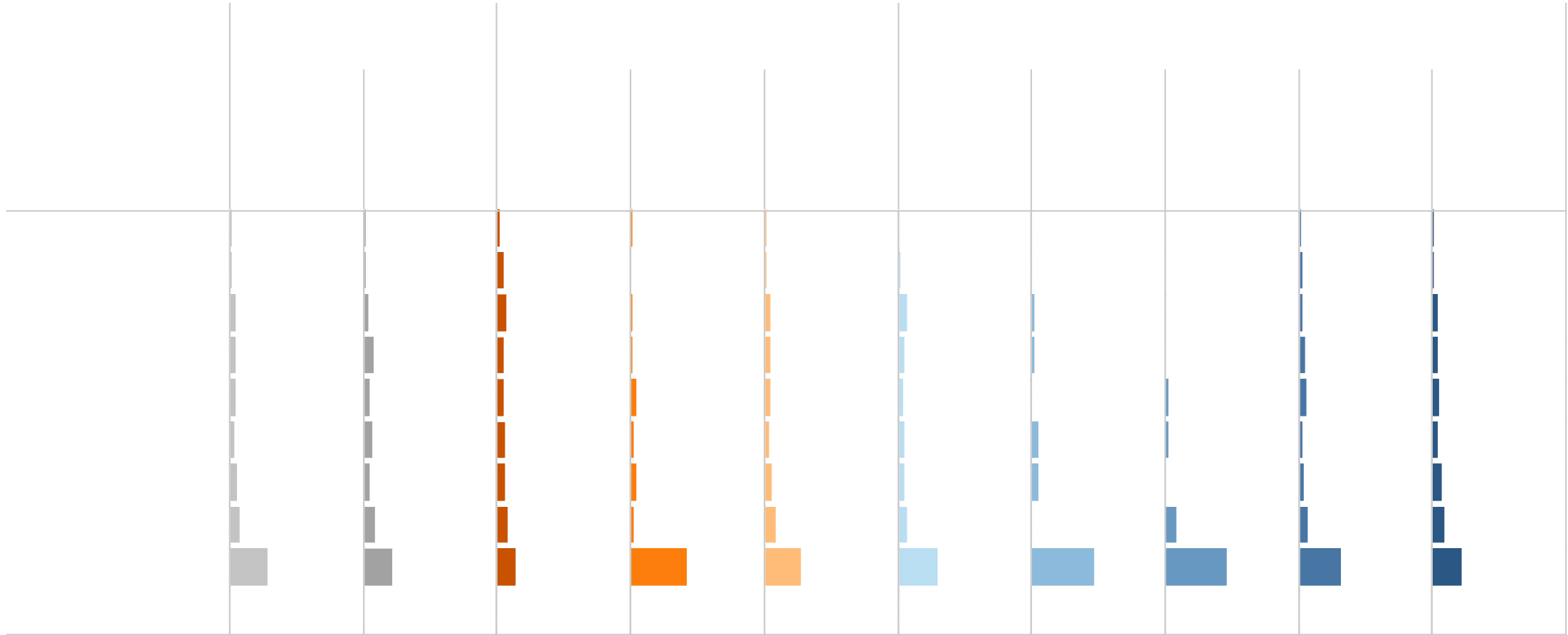


- Average party size was similar in 22/23 (2.8) and 19/20 (2.9). There was an increase in parties of 1 (+8 ppts), and dips in parties of 3 (-5 ppt) and 6 (-3 ppt).
- Visitors had significantly larger average party size (3.1 people) than PTRs (2.2) and FTRs (1.6).
- Respondents flying AA-DFW (3.2) and UA-IAH (3.1) had the largest average parties, while UA-DEN had the smallest (2.4), in part due to more FTRs flying DEN.



RRC

Household Income

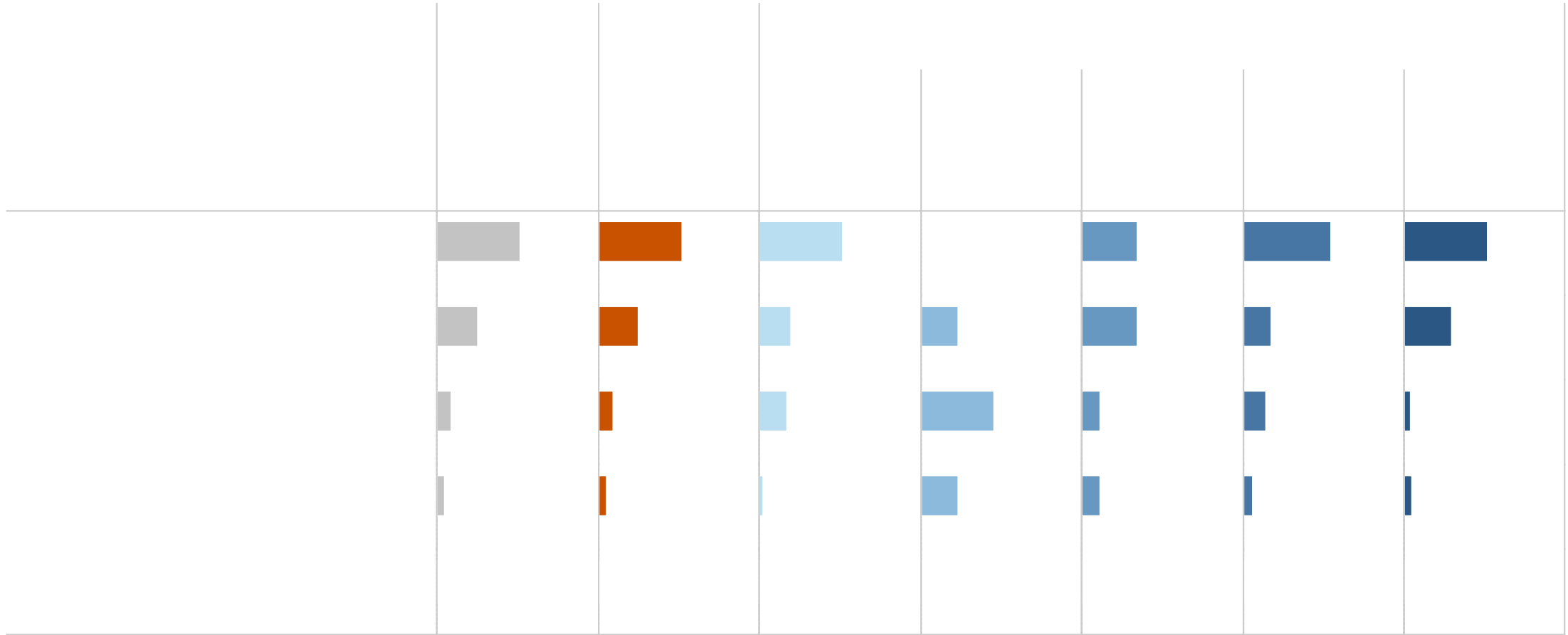


- Household income trended up from 19/20, with more earning \$250k+ (+11 ppt), and a higher median income (\$213k vs. \$169k) – in part due to uptick in PTRs.
- PTRs were more likely to earn \$250k+ (65%) than Visitors (43%) and FTRs (23%).
- JSX pax were especially likely to earn \$250k+ (71-73%), followed by IAH (49%) and DFW (46%), with DEN least affluent (35% \$250k+).



RRC

Employment Status (FTRs)

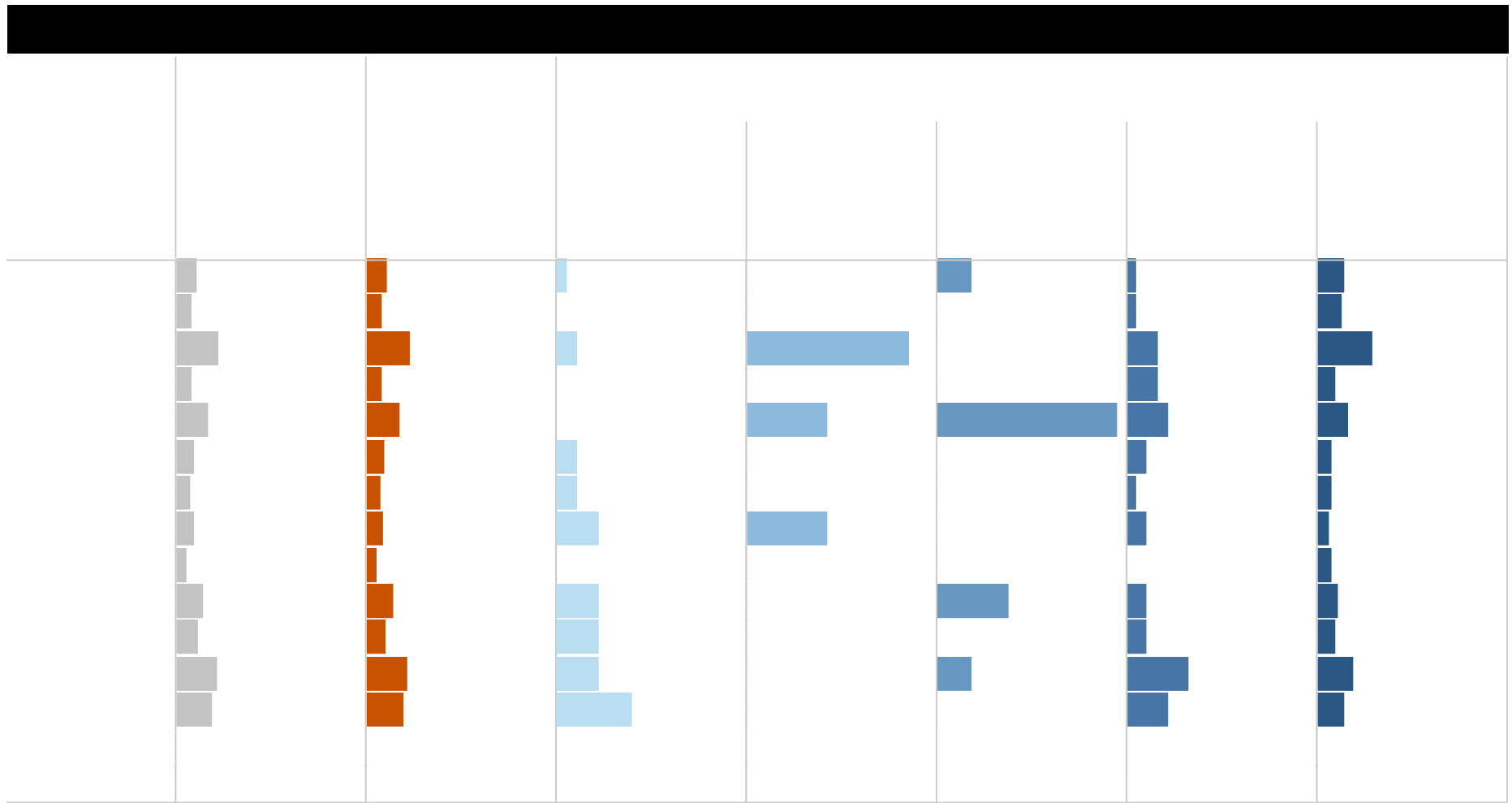


- A significant share of FTRs were employed at firms located outside the Gunnison/CB region (28%). Notable characteristics of remote workers (vs. locally employed workers):
 - High use of GUC (avg 5.6 trips in past 12 mo, vs. 3.4 for locally employed workers)
 - Much more likely to be traveling for business this trip (63% vs. 22%)
 - Somewhat shorter residency in region (median 4.9 years vs. 8 years)
 - Older age (median 48 vs. 41)
 - Higher household income (54% \$200k+ vs. 18%)
 - Lower satisfaction with GUC flight service



RRC

Years in Gunnison (FTRs)



- A majority of FTRs have lived in the Gunnison/CB region for 7 or more years (53%), with the average being 12.9 years in the region.



RRC

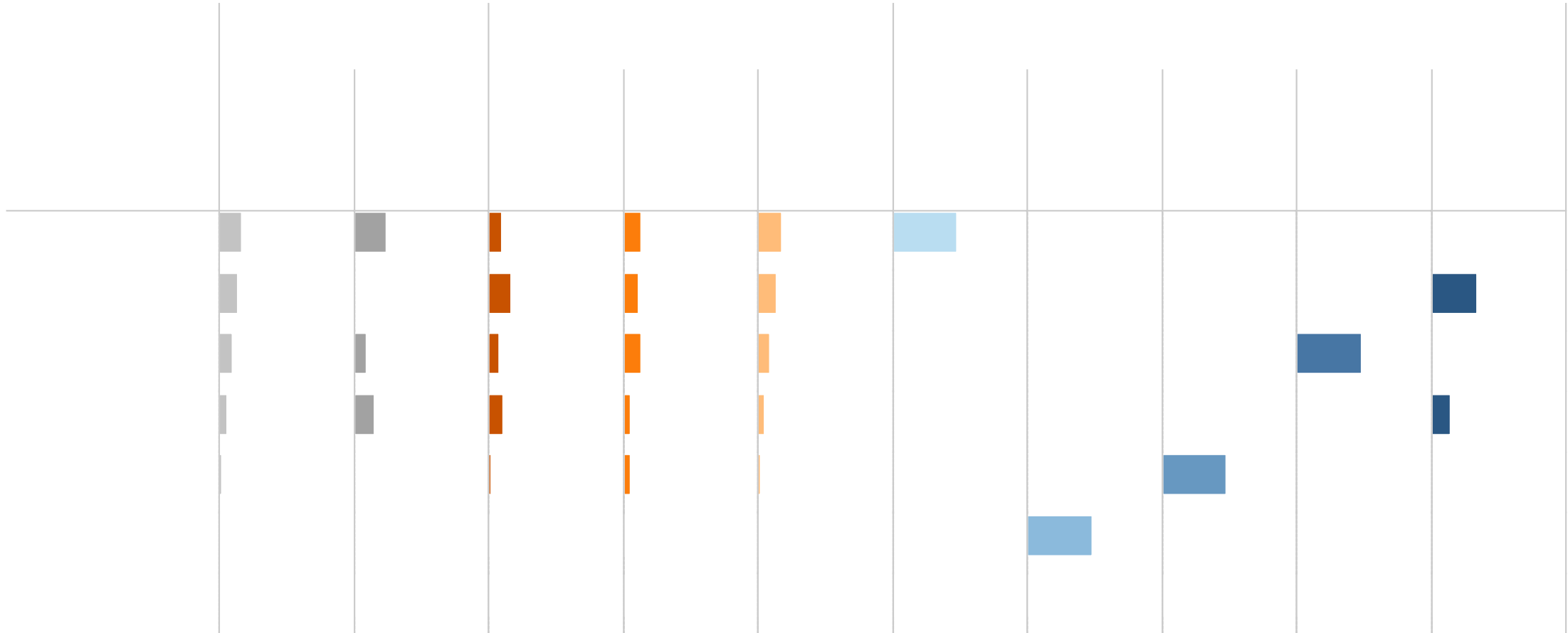
Airport and Flight Topics





RRC

Departing Flight



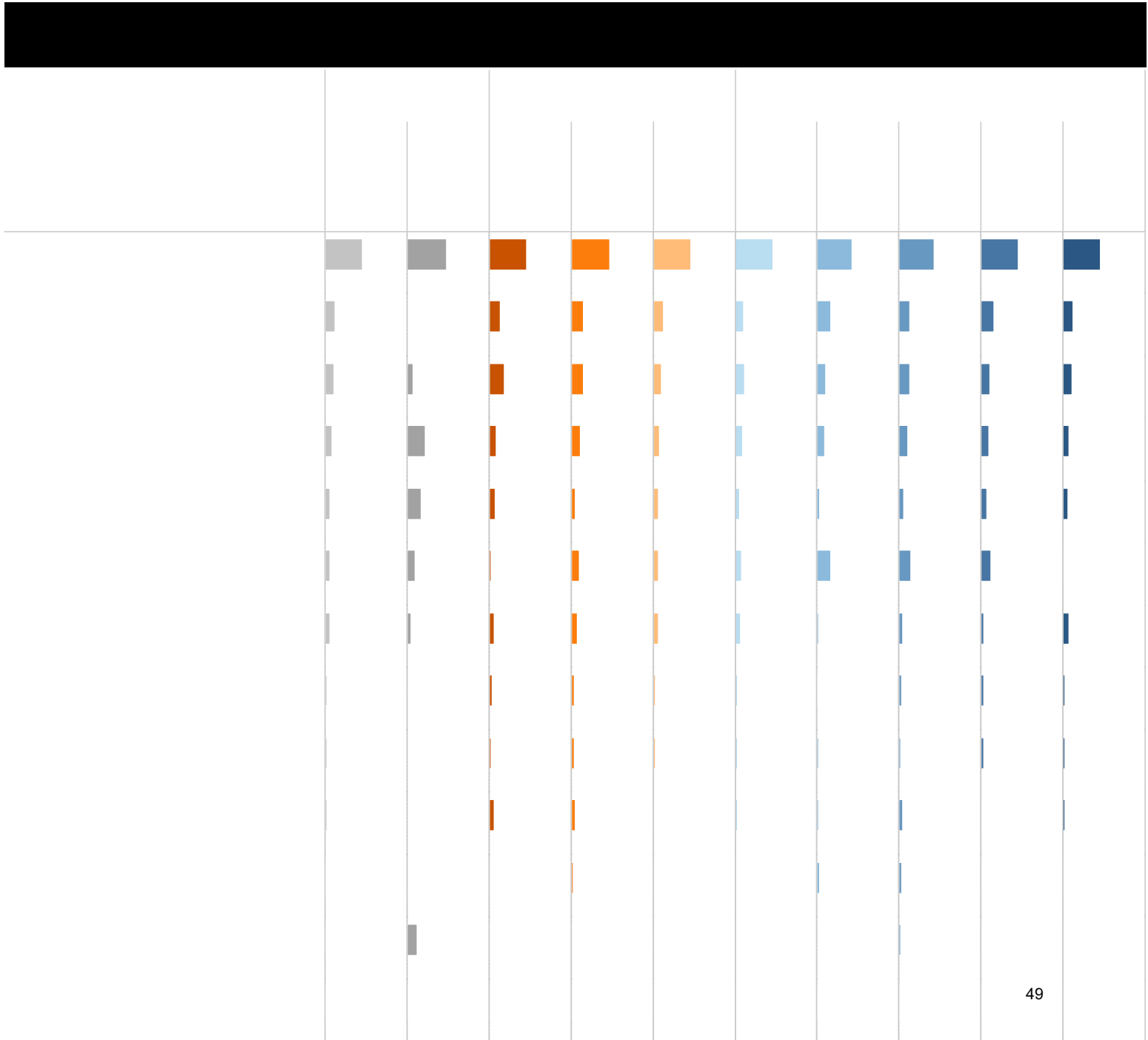
- AA-DFW accounted for a smaller share of pax this winter (35%) than in 19/20 (50%), while UA-DEN accounted for a larger share (40% vs. 31%). UA-IAH held steady at 19-20%, while JSX-DAL and AUS were new.
- Combined, AA-DFW and JSX-DAL accounted for a smaller share of pax than in AA-DFW alone in 19/20. This contributed to the drop in Dallas DMA pax noted earlier⁴⁸₂₅



RRC

Why Chose GUC?

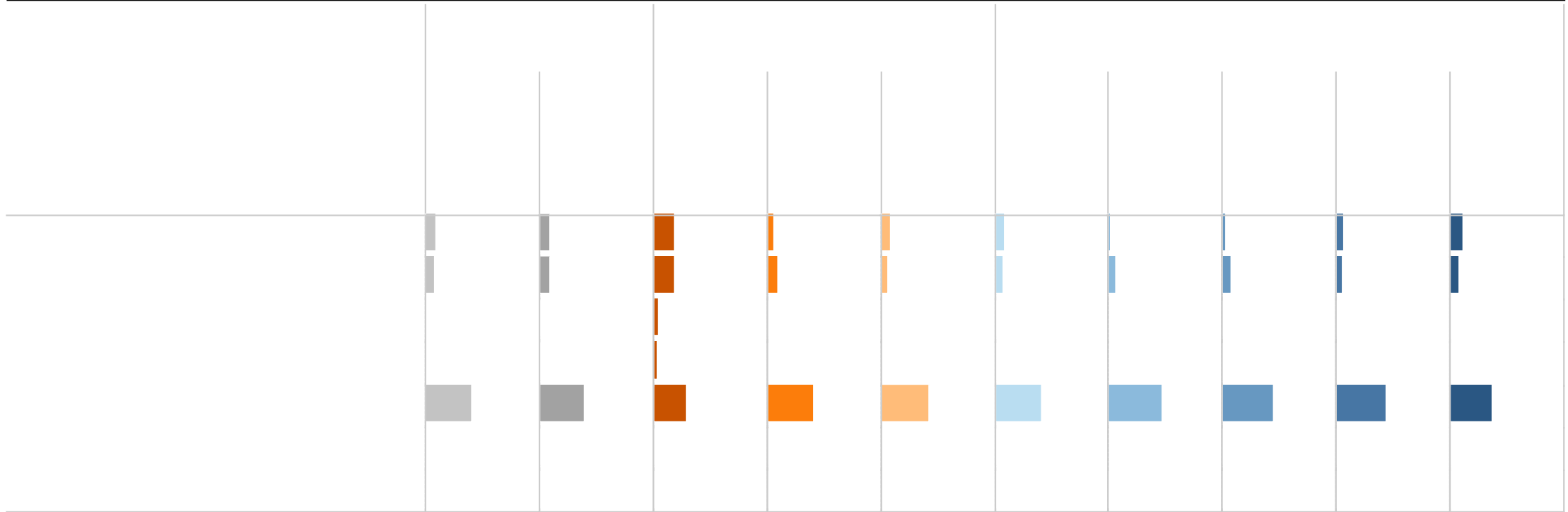
- The response options for this question were more detailed in 2022/23 than 2019/20. YOY comparisons should thus be made with caution.
- Convenience of location was overwhelmingly the top reason cited both seasons.
- FTRs and PTRs were significantly more likely than Visitors to cite ease of use of GUC and US Highway 50 travel concerns. PTRs were comparatively likely to cite non-stop flights to final destination.
- UA-DEN fliers were comparatively likely to cite convenience of connections, and unlikely to cite availability of non-stop flights.





RRC

Considered Other Airports?



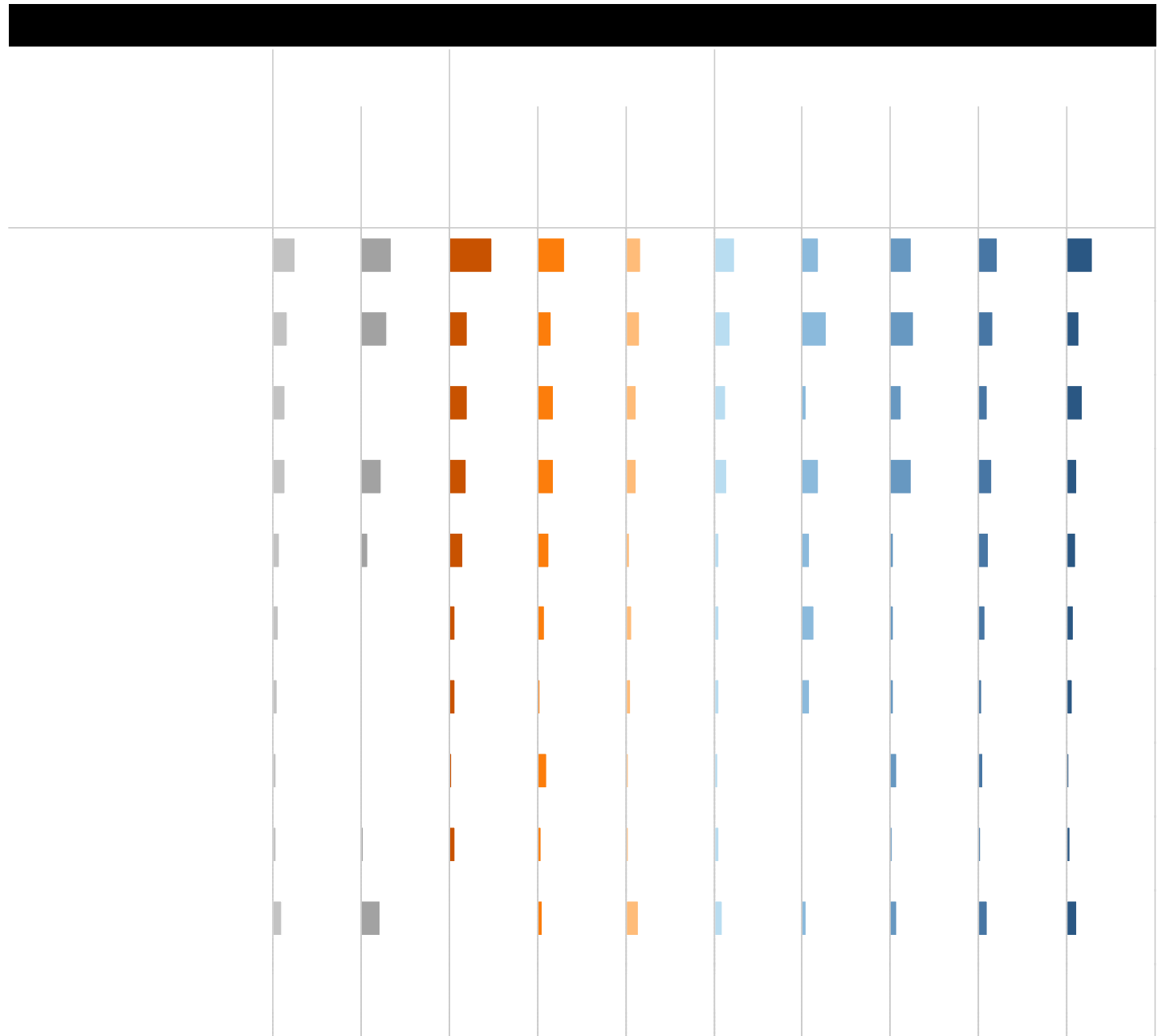
- 27% of pax had considered other airports for this trip, similar to 19/20 (29%).
 - The leading alternative airports considered this winter were DEN (16%) and MTJ (14%), both similar to 19/20.
- FTRs were significantly more likely to consider other airports (47%) than PTRs (27%) and Visitors (24%).
- UA to Denver pax were somewhat more likely to consider DEN than other pax were.



RRC

Decision to Use Other Airports

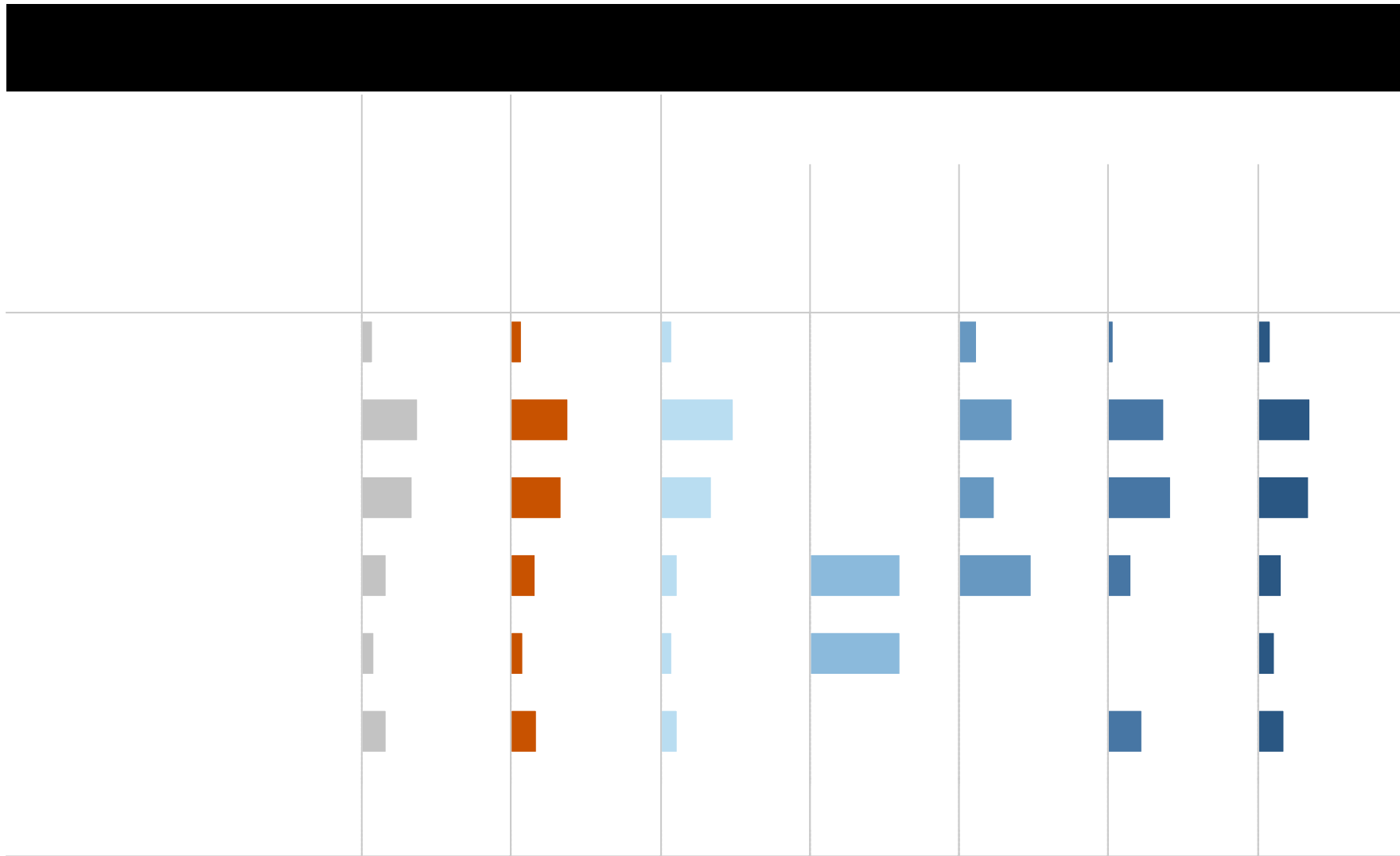
- The response options for this question were more detailed in 2022/23 than 2019/20. YOY comparisons should thus be made with caution.
- Reasons cited for using other airports were diverse, led by less expensive airfare (38%), more convenient flight schedules (25%), lower overall trip costs (22%), and availability of nonstop flights (21%).
- FTRs (73%) and PTRs (47%) were more likely cite airfare costs than Visitors (24%). FTRs/PTRs were also comparatively likely to cite overall trip costs, nonstop flights, and flight reliability.





RRC

Friends'/Neighbors'
Use Other Airports (FTRs)

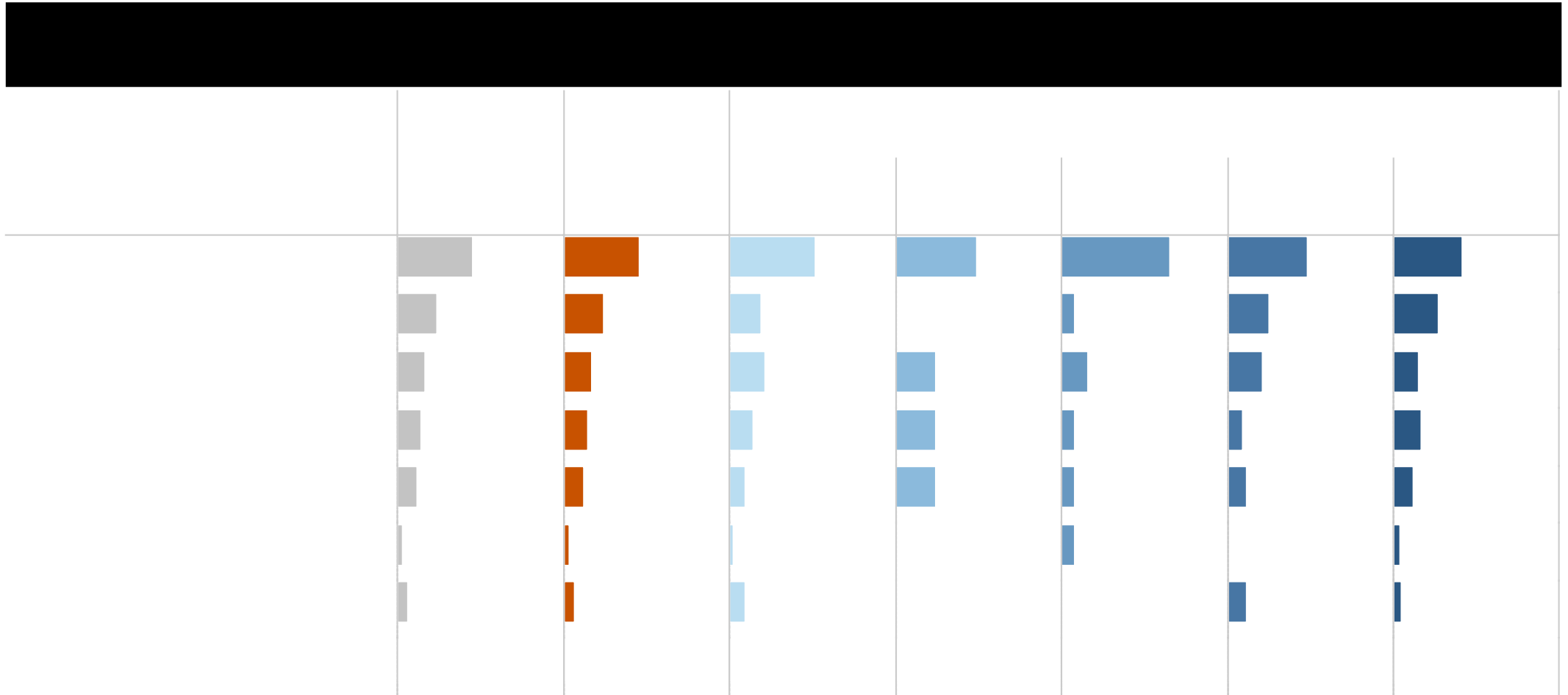


- FTRs indicate that there is significant leakage from GUC by their friends and neighbors. 65% of FTRs say that half or less of their friends/neighbors primarily use GUC, while 21% of FTRs say three-quarters or more of their friends/neighbors primarily use GUC. (14% are uncertain of friends/neighbors' airport usage.)



RRC

Reasons Friends/Neighbors
Use Other Airports (FTRs)

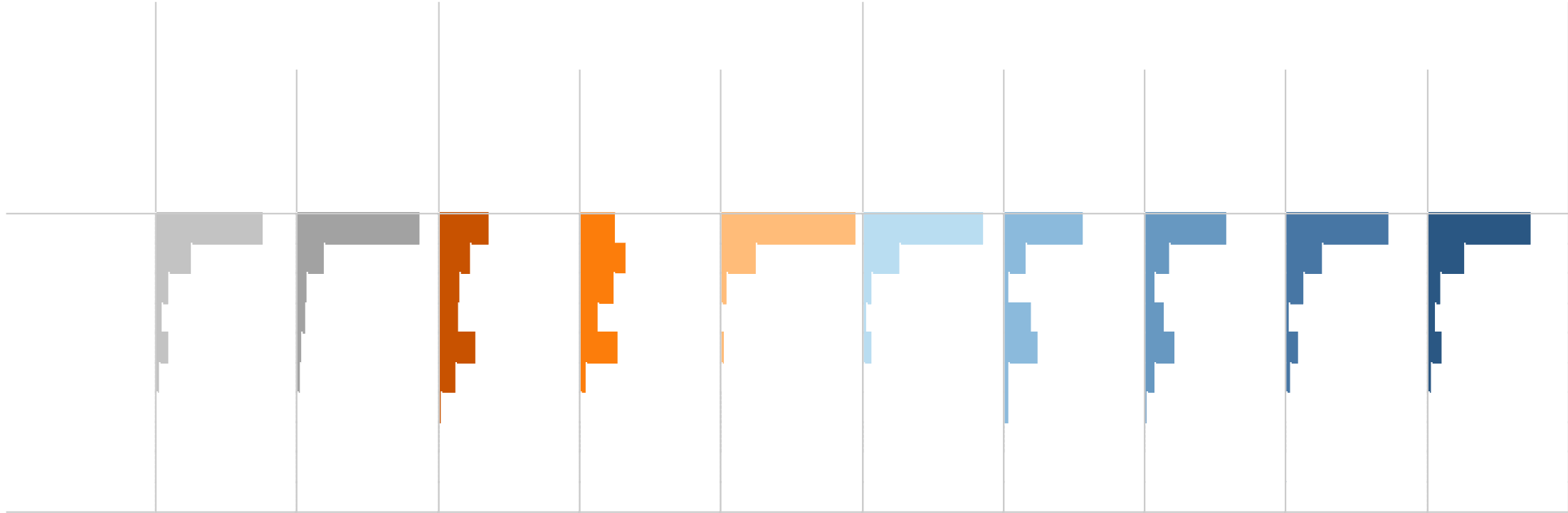


- A majority of FTRs said their friends/neighbors use other airports due to less expensive airfare (62%), followed by lower overall cost of trip (33%).
- Non-cost factors are less important, and include availability of nonstop flights (23%) and more convenient flight schedules (20%).
- “Other” (9%): Comments focus on flight reliability/delays & cancellations.



RRC

Times Flown Out of GUC



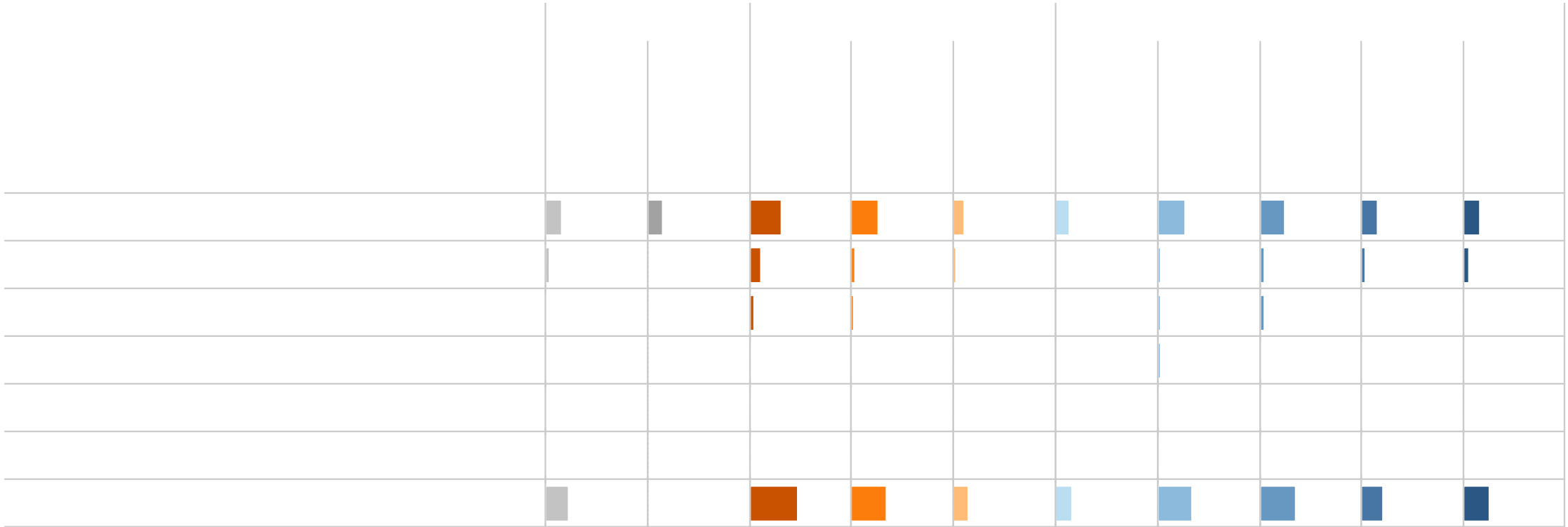
- Respondents had flown out of GUC an average of 2.1 times in the past 12 months (including this trip), up from 1.9 times in 2019/20. An increased share had made at least one other flight from GUC in the past 12 months (40%, up from 32% in 19/20).
- FTRs (4.1x) and PTRs (3.5x) averaged more trips than Visitors (1.4x).
- Fliers on JSX-AUS (3.6x) and JSX-DAL (3.3x) were more frequent GUC users than fliers on AA and UA routes (1.7-2.2x).



RRC

Times Used GUC & Other Airports

Including this trip, how many times in the past 12 months have you used the following airports to travel to/from the Gunn./CB region?

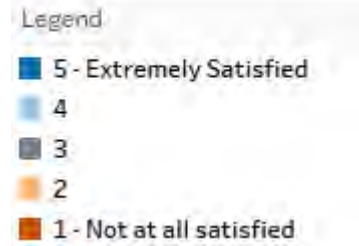
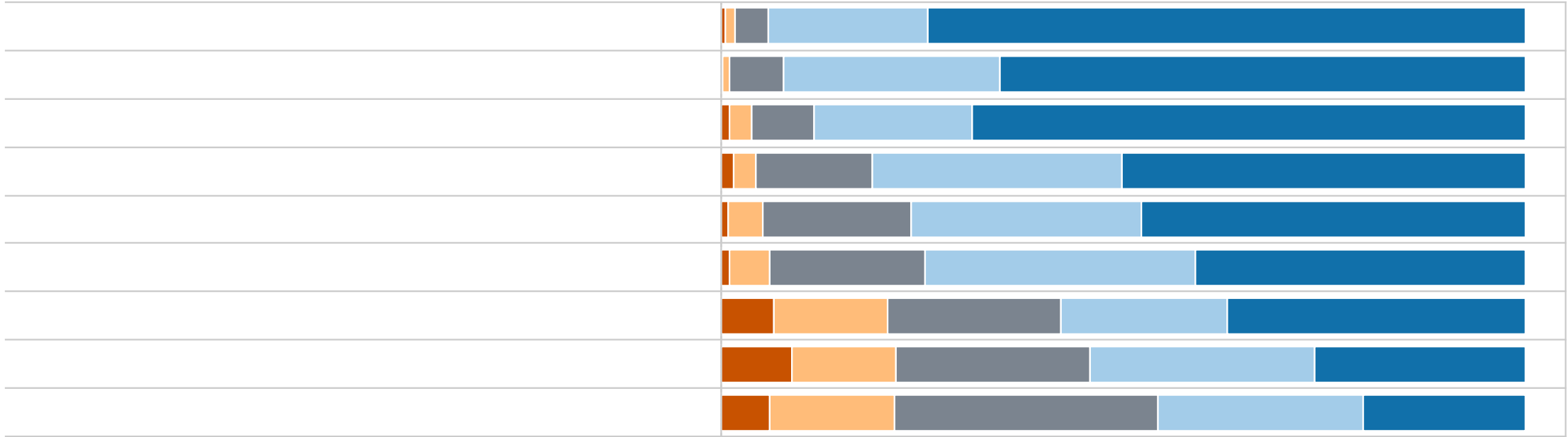


- Respondents had taken an average of 3.0 trips to/from the region in the past 12 months, with GUC accounted for 2.1 trips (70% share). Following were DEN (17% share), MTJ (5%), COS (2%), GJT (1%), and other airports (4%).
- GUC share was highest for PTRs (76%), followed by Visitors (71%) & FTRs (65%).
- GUC share was somewhat lower among UA-DEN pax (65%) than pax on other routes (72-80%).



RRC

Air Service / Airport Satisfaction (2022/23)

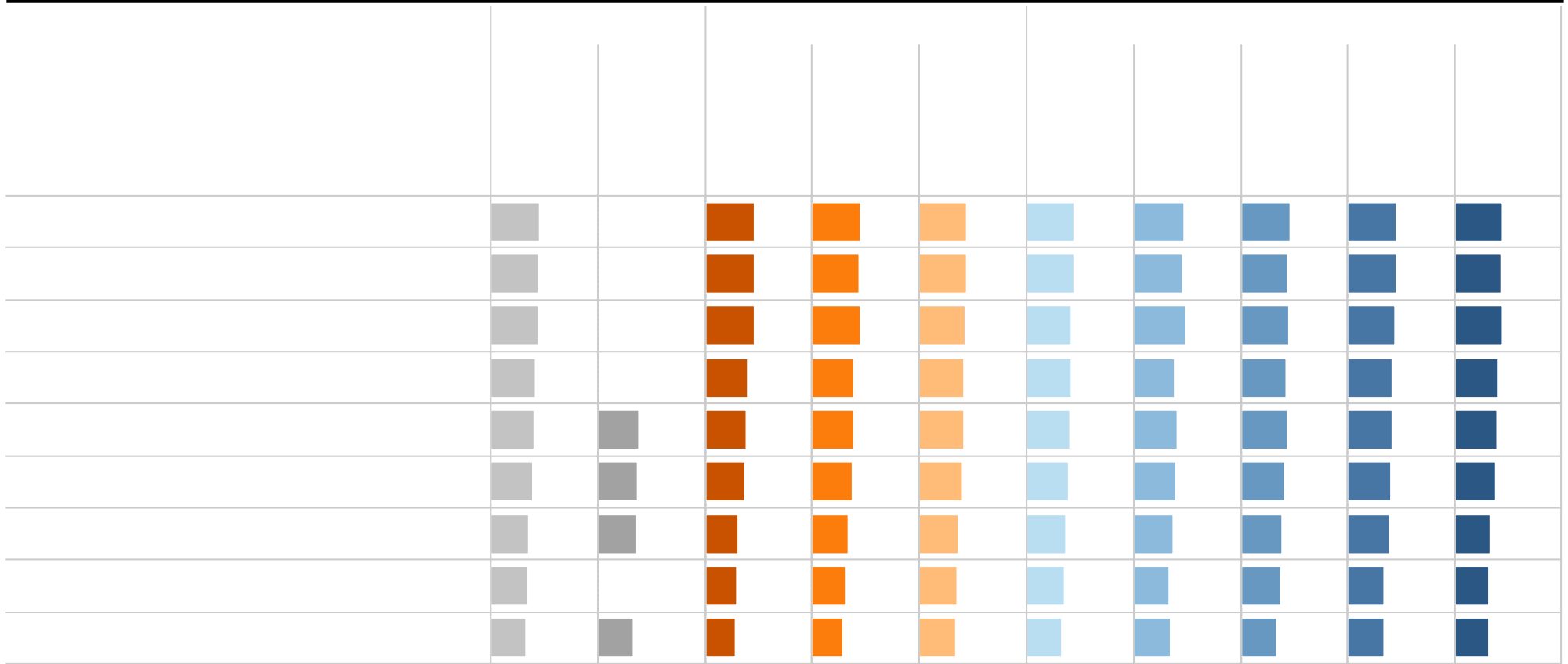


- GUC was highly rated (4.0+ average rating) in 6 of 9 categories. At least half of pax were “extremely satisfied” with ease of use of GUC (77%), quality of terminal (71%), airport location (68%), air service overall (52%), and arrival/departure times (50%)
- Average ratings were lowest for availability of nonstop flights (3.7), flight reliability (3.5), and cost of airfare (3.4).



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Air Service / Airport Satisfaction (crosstabs)



- The winter 2022/23 survey added several satisfaction questions not asked in 2019/20. Of those asked both years, average satisfaction increased for convenience of arrival/departure times (4.2, +0.3 pt) and connections (4.1, +0.3 pt).
- Visitors were somewhat more satisfied than FTRs and PTRs with all aspects of air service. Conversely, FTRs were somewhat more satisfied than Visitors with all aspects of the airport facility (ease of use, convenient location, quality of terminal).



RRC

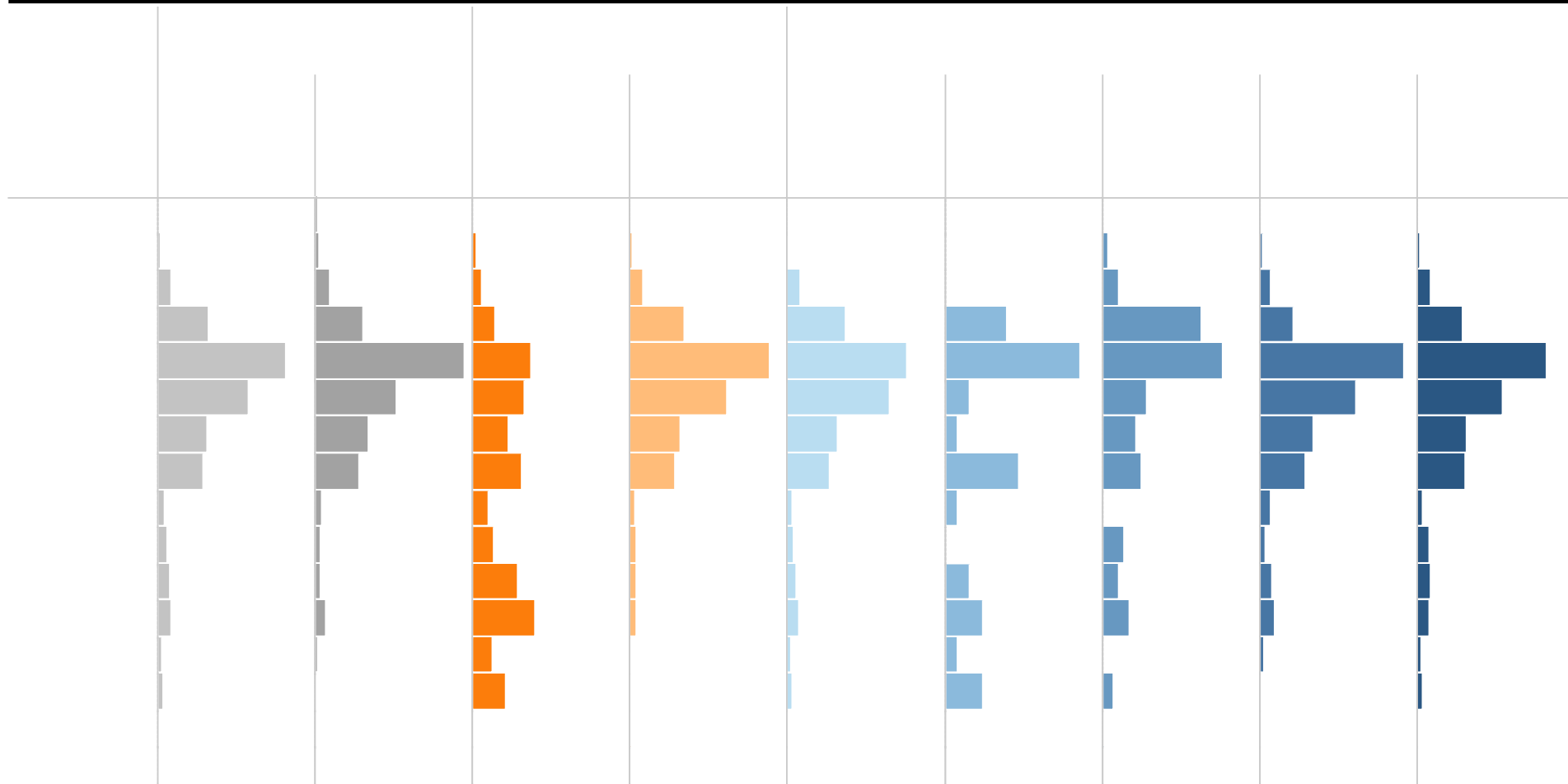
Trip Characteristics





RRC

Trip Nights

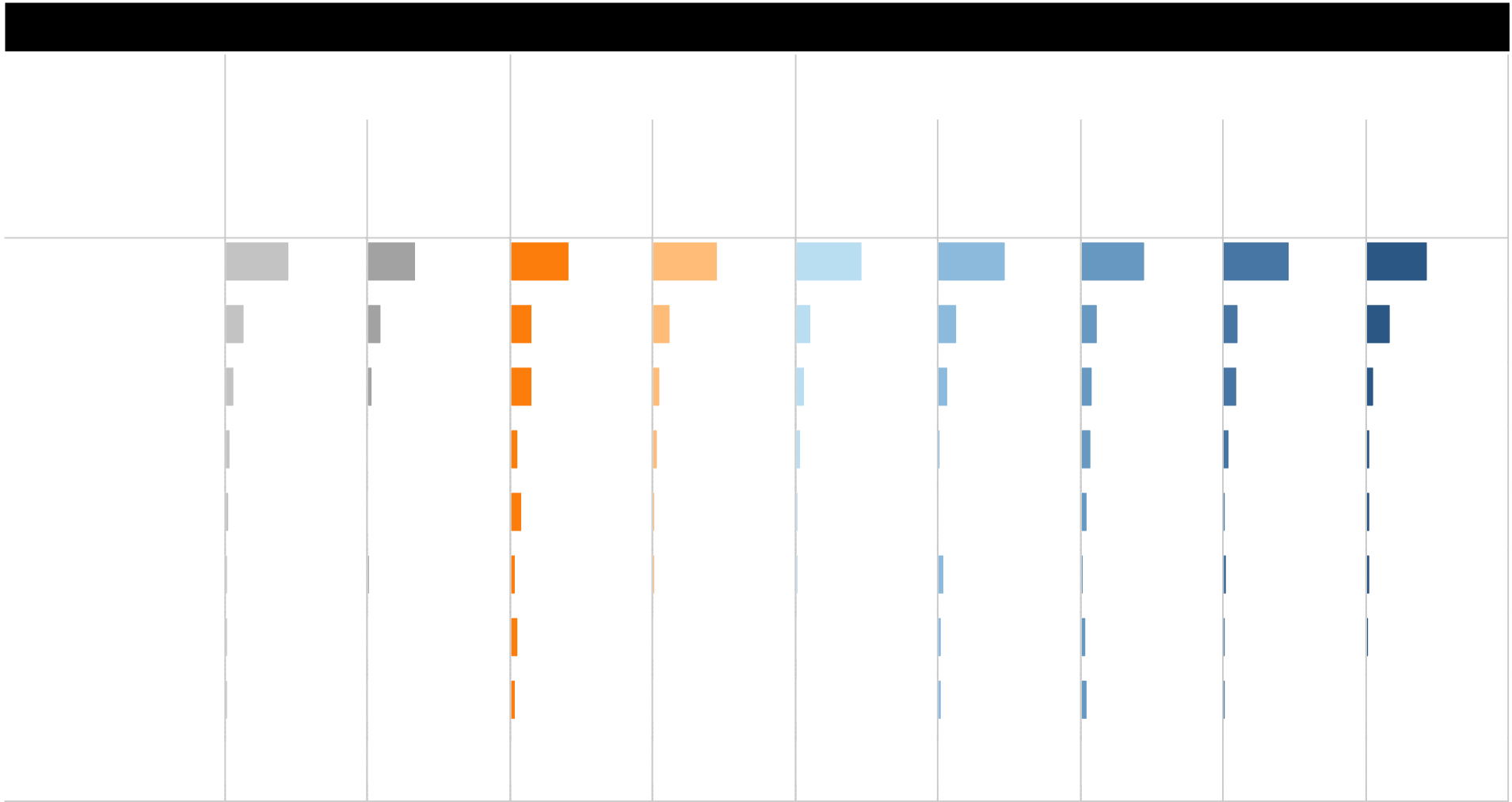


- Average trip length increased to 5.9 nights this winter from 5.1 nights in 19/20.
- This increase was partly caused by an increase in the share of PTRs. PTRs stay significantly longer (avg 10.9 nights) than visitors (avg 5.0 nights).
- JSX-AUS and JSX-DAL had longer average stays (9.7 & 6.7 nights) than pax on other flights (5.5-5.9 nights), likely in part due to a higher share of PTRs.



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Trip Purpose (Visitors/PTRs)

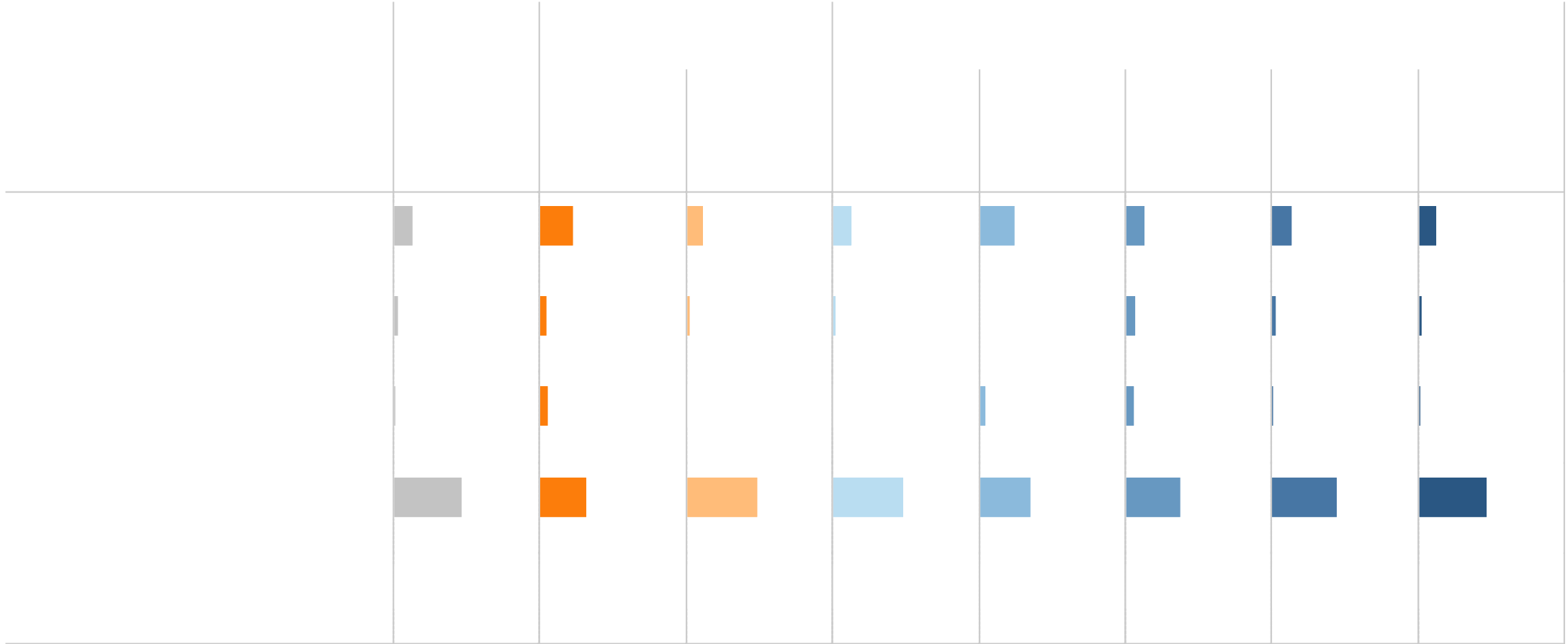


- Question was multiple response in 22/23 vs. single response in 19/20. YOY comparisons thus require caution.
- The leading trip purpose both years was downhill skiing (87% 22/23, 65% 19/20).
- Following distantly in 22/23 were visiting friends/relatives (25%), other leisure (13%), & other recreation (7%).
- Both Visitors (88%) and PTRs (80%) primarily visited for skiing in 22/23. PTRs were more likely to cite all other activities, suggesting more diverse trip motivations.



RRC

Workcation / Bleisure

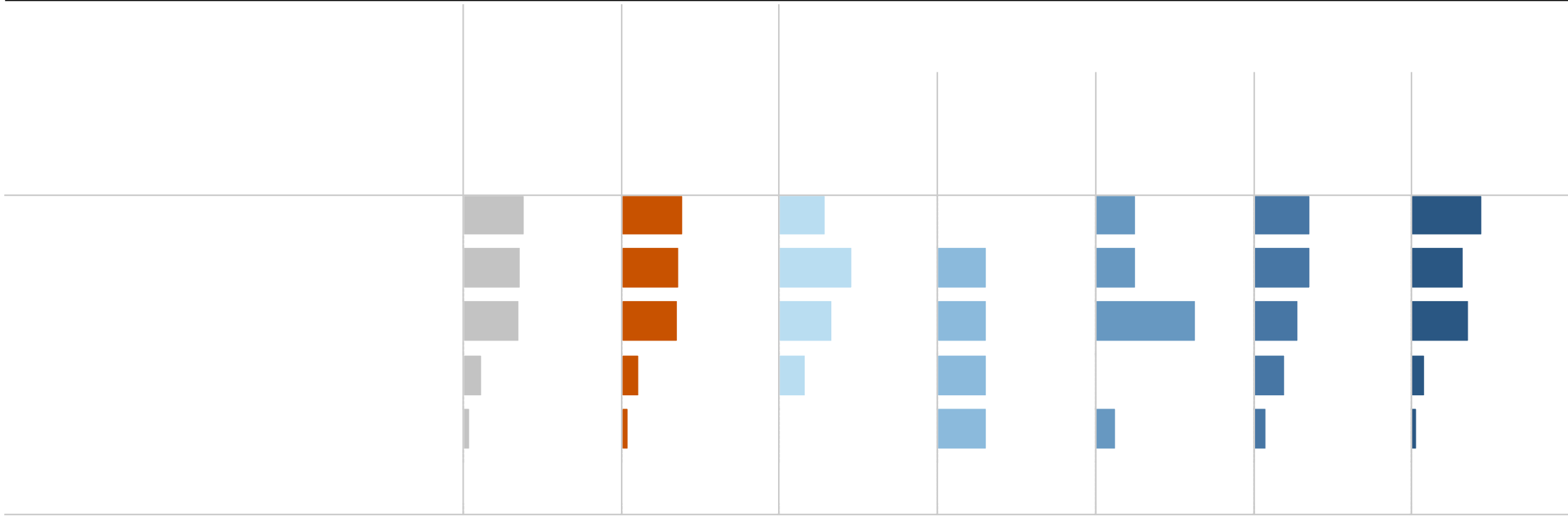


- 50% of PTRs and 24% of Visitors said their trip involved a mix of work and leisure for them or other party members.
 - 36% of PTRs and 19% of Visitors worked remotely during their trip (“workcation”).
 - 8% of PTRs and 5% of Visitors extended a work trip to participate in leisure (“bleisure”).
 - 9% of PTRs and 2% of Visitors mixed business and leisure in other ways.



RRC

Trip Purpose (FTRs)



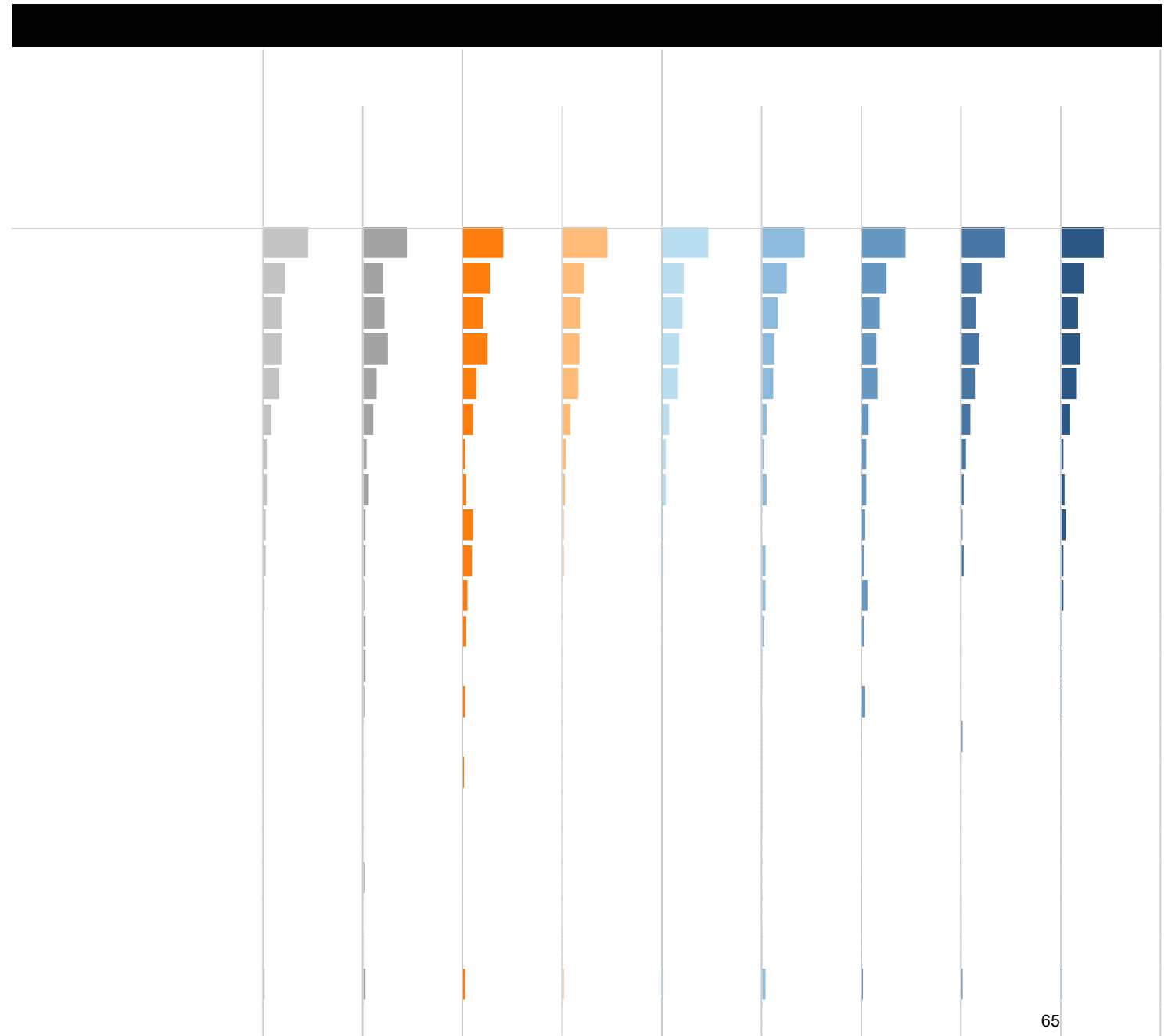
- FTRs had diverse trip purposes, with almost equal shares traveling for business (31%), visiting friends/relatives (29%), and leisure / recreation / holiday (28%).
- FTR trips as a share of total passenger trips:
 - FTRs traveling for business: 3.2% of all pax trips (*incl. FTR, PTR & Visitor*)
 - FTRs traveling for other reasons: 7.5% of all pax



RRC

Activity Participation

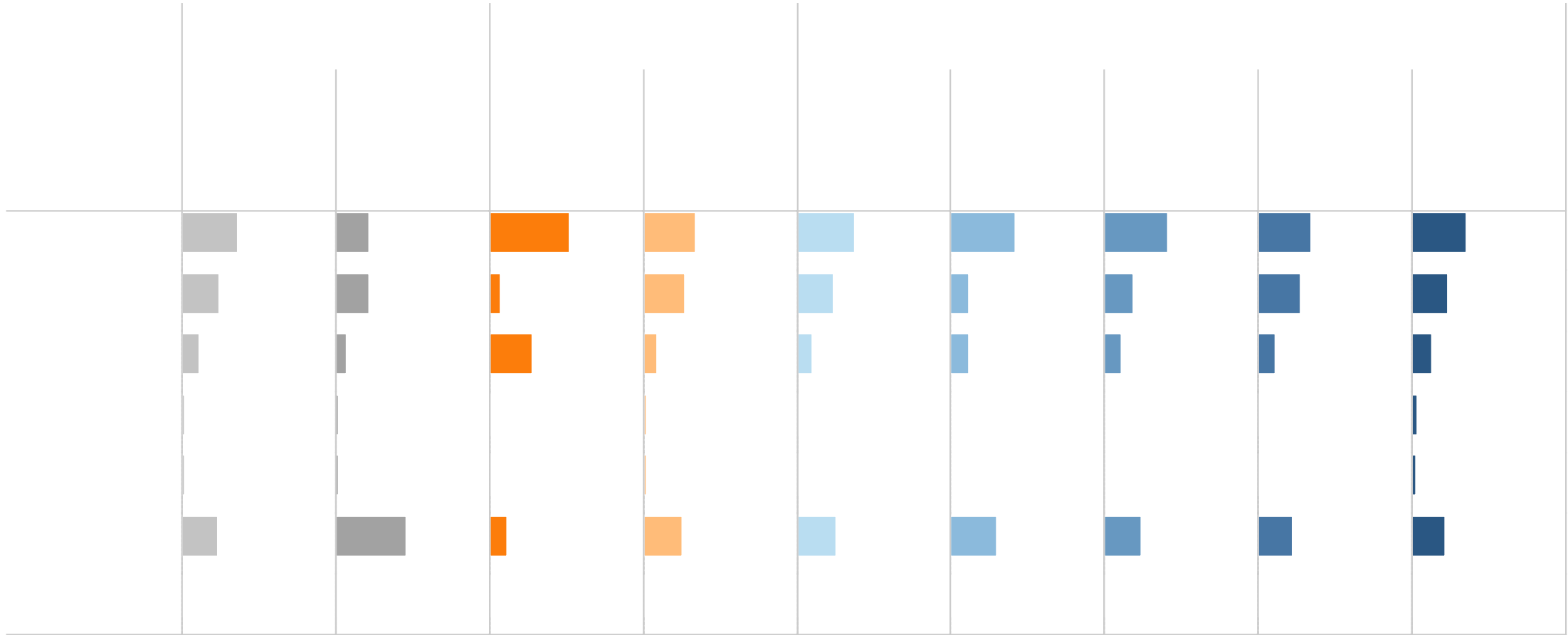
- Consistent with skiing being the leading trip purpose, 87% of visitors/PTRs participated in skiing/snowboarding on their trip (similar to 85% in 2019/20).
- Other activity participation was largely consistent with 2019/20. Some shifts: decreases in shopping / galleries (-5 ppt), rest and relaxation (-13 ppt), spa (-4 ppt), and several others.
- PTRs tended to participate in more activities than visitors, consistent with longer visits.





RRC

Ski Pass Ownership
(if downhill skied/boarded)

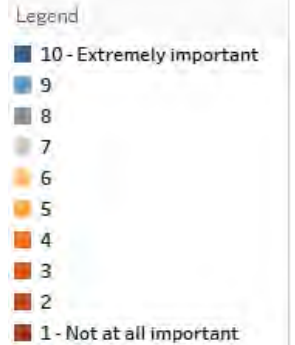
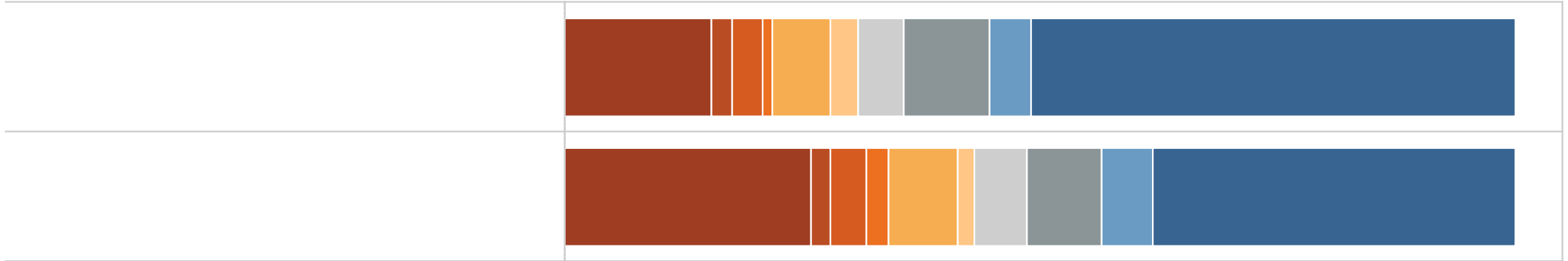


- About three-quarters of Visitors/PTRs who skied/boarded owned an Epic product (74%), up from 52% in 19/20.
- PTRs were especially likely to own an Epic product (89% in 22/23). Epic ownership was also high for Visitors (71%).
- Epic product ownership was similar across flights (69-77%).



RRC

Epic Pass Importance (Winter 2022/23)

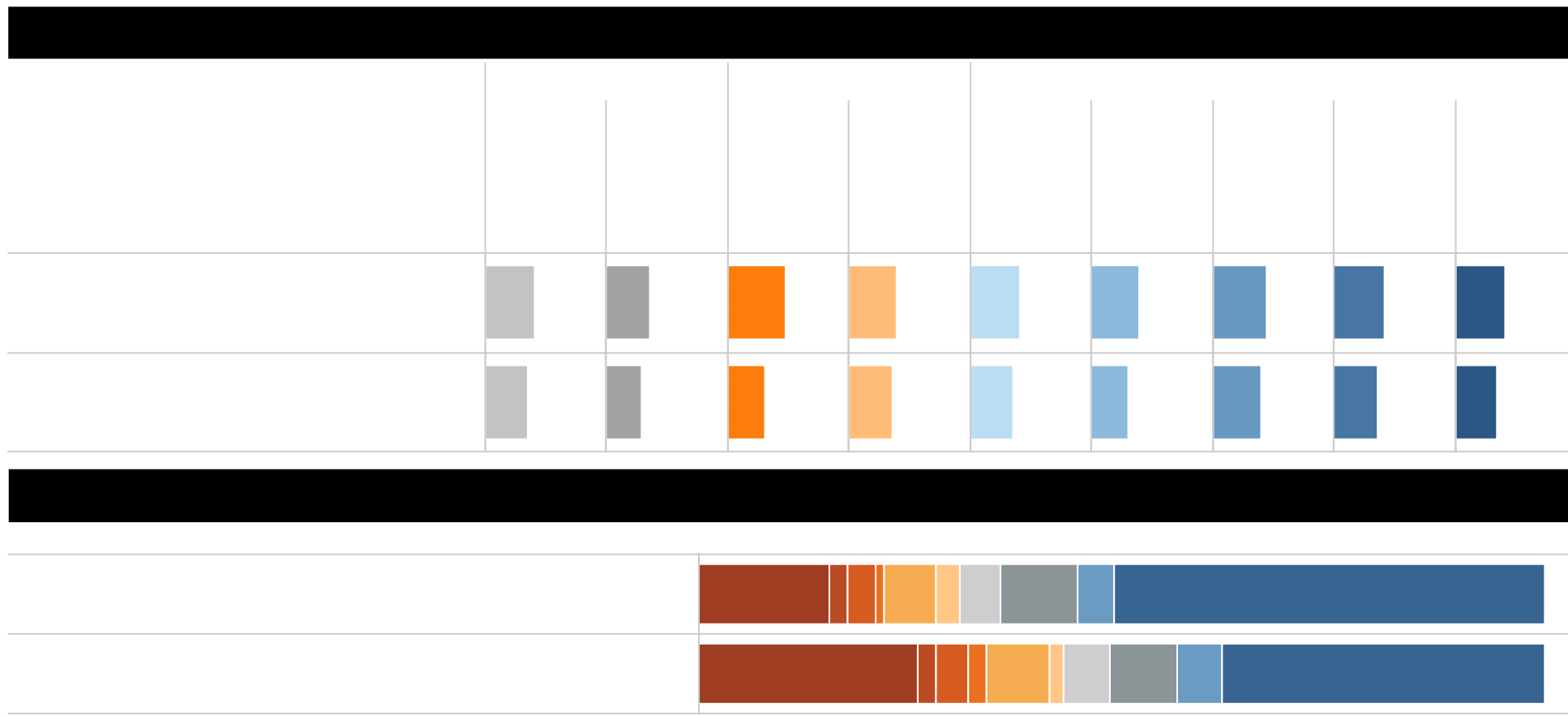


- About half of Visitors/PTRs (52%) said that CB being on the Epic Pass was “extremely important” in their decision to purchase an Epic product.
- Respondents were more split on the importance of owning an Epic Pass product as a driver to come to CB: 25% stated that owning Epic was “not at all important” and 38% stated it was “extremely important”.



RRC

Epic Pass Importance

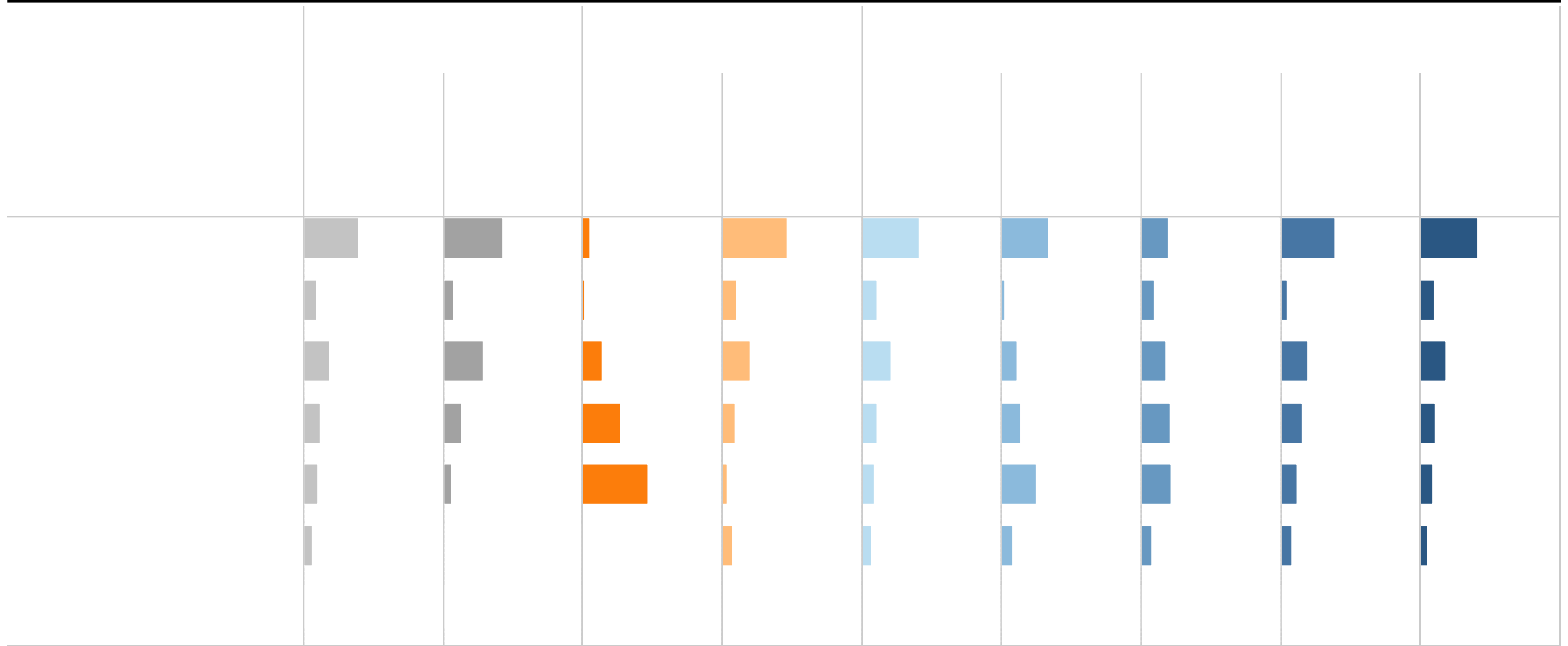


- Average importance of CB being on Epic in decision to purchase Epic (7.4) was up significantly from 2019/20 (6.5). Importance of CB being on Epic was higher to PTRs (8.5) than Visitors (7.1).
- Also up was the importance of owning an Epic Pass product in the decision to visit CB (6.3, +1.0 ppt). Owning an Epic was more important in decision to visit CB to Visitors (6.4) than PTRs (5.6).



RRC

Previous Winter Trips to Area



- Most Visitors/PTRs had previously visited the area in winter (59%), similar to 19/20 (56%). Conversely, 41% were first-time visitors (44% in 19/20).
- PTRs were much more likely to be repeat visitors (94%) than Visitors (53%). PTRs were more likely to have visited 5 or more times (77%) than Visitors (14%).
- JSX pax were somewhat more likely to be repeat visitors than pax on UA and AA.



RRC

Previous Summer Trips to Area

How many previous visits have you made to the Gunnison/Crested Butte area in the past five summers?

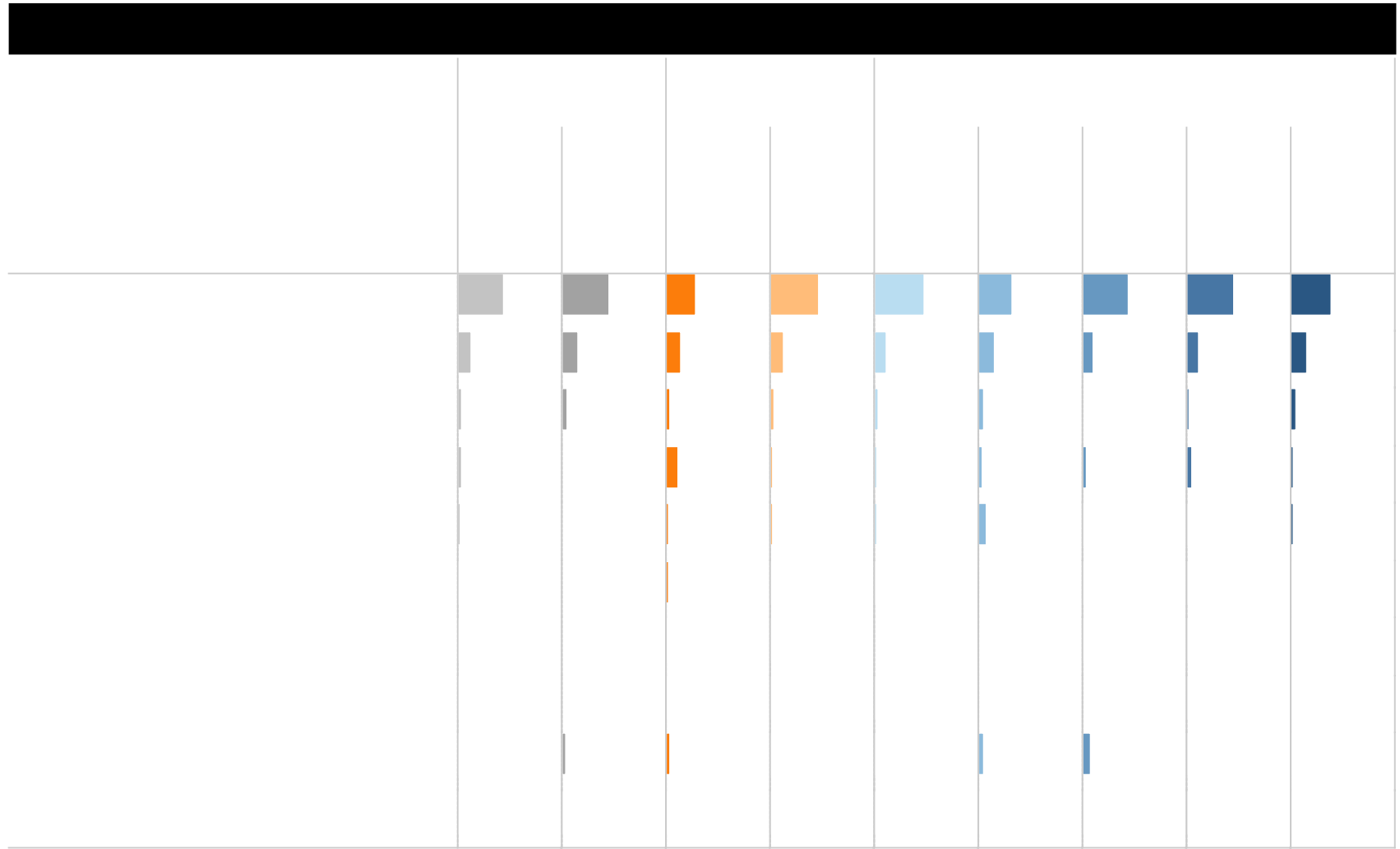
	Overall		Visitor Type (2022/23)		GUC Departing Flight (2022/23)				
	Winter 2022/23	Winter 2019/20	Part-time/seasonal resident or second homeowner	Visitor	American to Dallas	JSX to Austin	JSX to Dallas	United to Houston	United to Denver
	A	B	B	C	A	B	C	D	E
One previous visit in past 5 summers	9%	9%	3%	10% B	9%		4%	6%	10%
2 - 4 visits	13%	12%	16%	13%	12%	15%	16%	14%	14%
5 - 9 visits	8%	9%	31% C	4%	7%	18%	11%	8%	7%
10 or more visits	7% B	4%	40% C	1%	3%	24% A	30% A D E	10% A	6%
None, I have never visited the area in summer	59%	66% A	7%	68% B	64% C	44%	35%	57% C	60% C
None, my last summer visit was more than 5 years ago	4%		3%	4%	4%		5%	5%	3%
n=	1,547	409	233	1,303	506	34	83	337	581

- A minority of Visitors/PTRs had previously visited the area in summer (41%), up from 34% in 19/20.
- PTRs were much more likely to have visited in summer (93%) than Visitors (32%).
- JSX pax were somewhat more likely to have visited in summer than UA and AA pax.



RRC

Accommodation Location

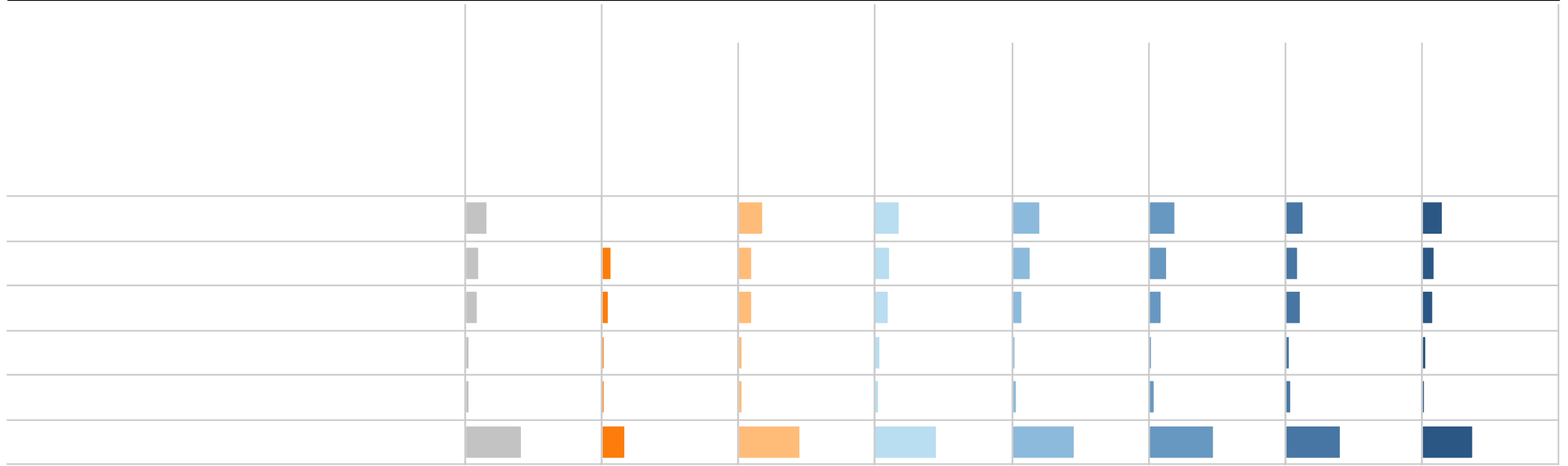


- The largest share of guests stayed in Mt. CB (64%), similar to 19/20 (66%).
- Followed were CB (20%), Gunnison (6%), elsewhere in CB area (5%), and elsewhere (9%).
- Visitors were more likely than PTRs to stay in Mt. CB (68% and 42% respectively). PTRs were more likely than Visitors to stay in most other locations.



RRC

Per Person Per Day Spending

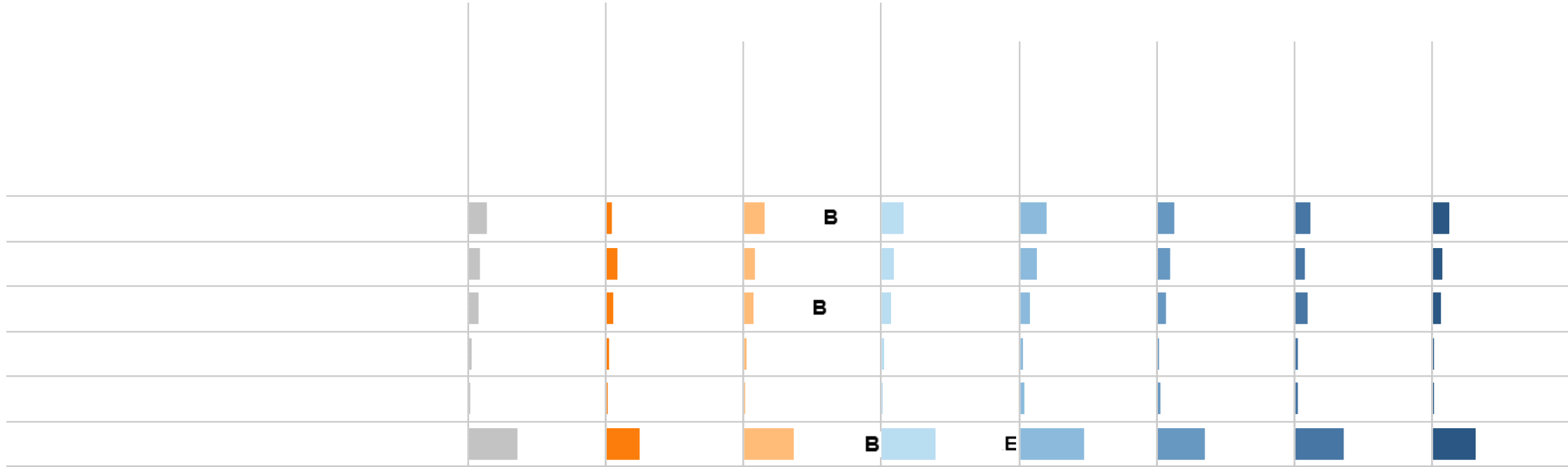


- Per capita daily spending averaged \$260 in 2022/23, led by spending on lodging (\$101), food and drinks (\$63), and skiing (\$59).
- Visitors spent considerably more per day (\$286) than PTRs (\$107), with significantly higher spending on lodging, food and drinks, and skiing.



RRC

Per Person Per Trip Spending



- Per capita trip spending averaged \$1,270 in 2022/23, led by spending on lodging (\$501), food and drinks (\$306), and skiing (\$281).
- Visitors spent considerably more per trip (\$1,336) than PTRs (\$887), with significantly higher spending on lodging and skiing.
- AA-DFW pax spent about \$200 more per trip than UA-DEN pax.
- Aggregate visitor/PTR spend in Dec-Mar 2023: \$29.5 million
 - Calculation: $\$1270/\text{pp}/\text{per trip} * 26,066 \text{ pax} * 89\% \text{ of pax were visitors/PTRs} = \29.5M .



RRC

Gunnison/CB Destination Ratings





RRC



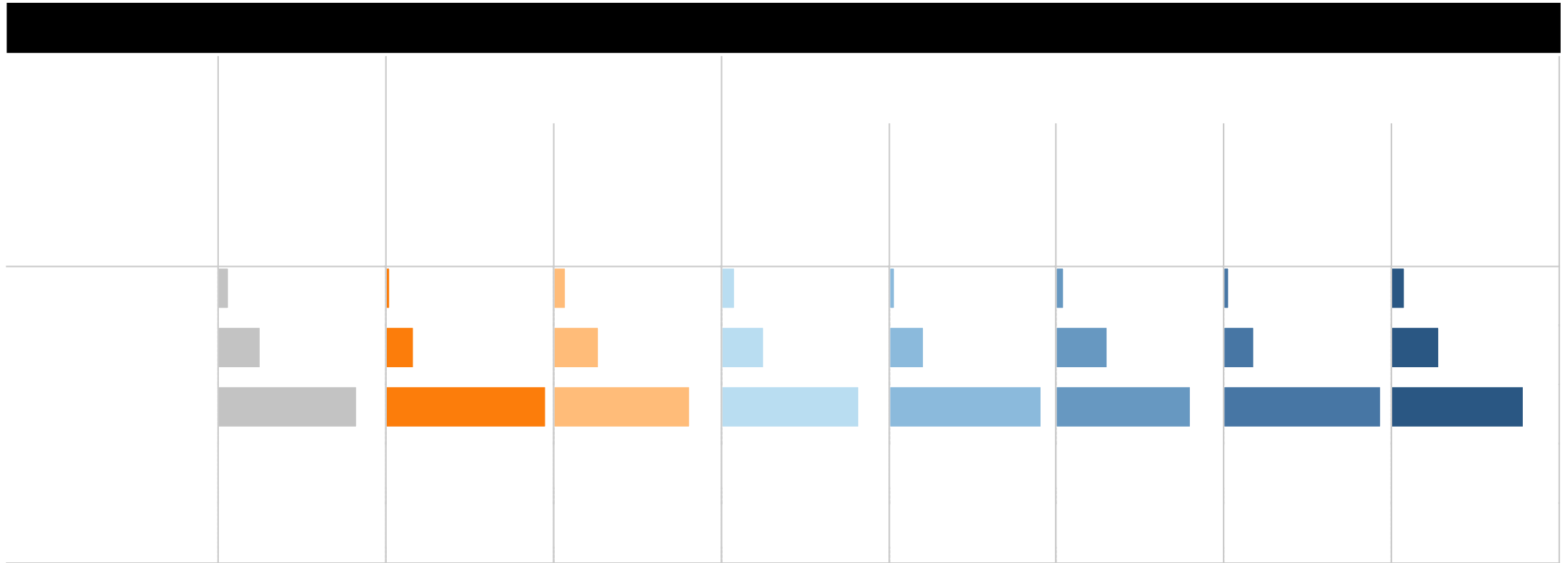
- More than half (58%) of respondents stated that they were “10 - Extremely Likely” to recommend Gunnison / Crested Butte as a winter travel destination, with an additional 15% rating their likelihood as a 9 out of 10.

Likelihood to Recommend



RRC

Net Promoter Score

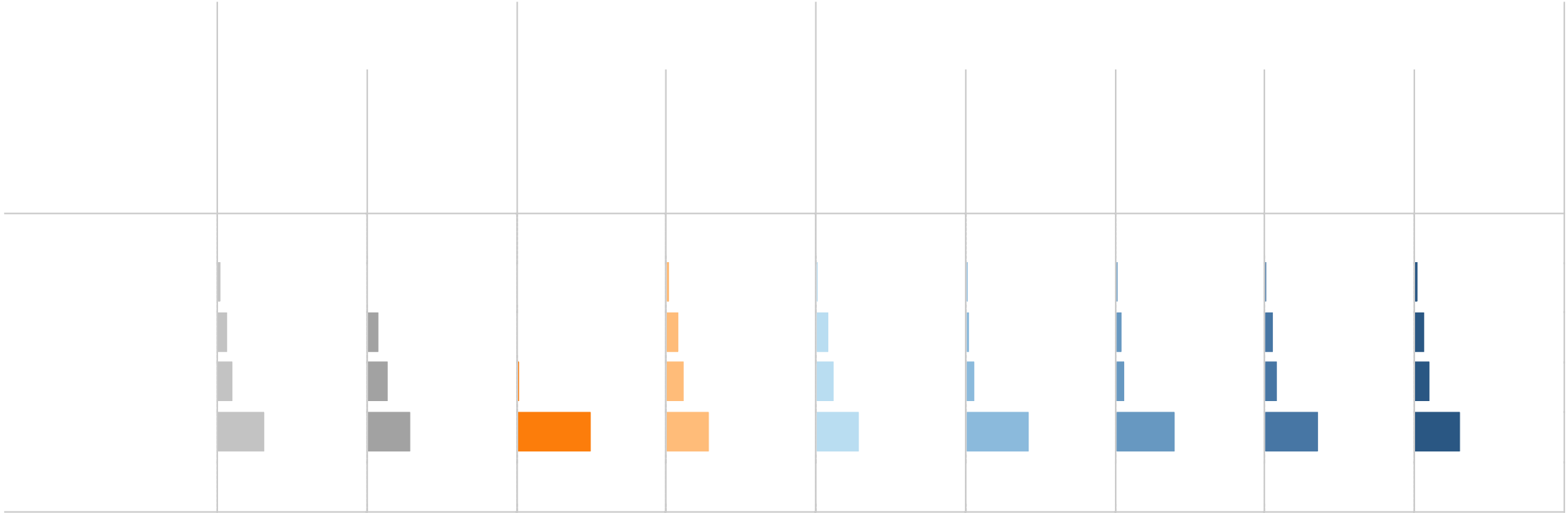


- Net Promoter Score is calculated using likelihood to recommend (prior slide), where the score is the total percentage of “promoters” minus the total percentage of “detractors” (for Winter 22/23, this is 72% - 6% = NPS 67%)
- PTRs were more positive (81% NPS) than Visitors (65%).
- UA-IAH travelers gave the highest NPS score at 78%, significantly above AA-DFW (65%) and UA-DEN (63%).



RRC

Likelihood to Return



- More than half (60%) of respondents stated that they would definitely return to the Gunnison Crested Butte area within the next 3 winters (+5 ppt from 2019/20).
- PTRs were especially likely to “definitely” return (95%).
 - Just over half of visitors stated they “definitely” planned to return (54%).
- “Definite” likelihood of return was comparatively high for JSX and UA-IAH flights.⁷⁸

GUC Passenger Survey Winter 2022/23

Thank you!

Final Report
June 2023





FREE BUS

WINTER 2023-2024

YOUR PUBLICLY FUNDED BUS SYSTEM

RTA FREE BUS - The 42 round-trip Winter Schedule starts on November 22nd

**FOR THE FULL SCHEDULE, INCLUDING ALL OF OUR BUS STOPS,
PLEASE VISIT**

WWW.GUNNISONVALLEYRTA.COM



GUNNISON COMMUNITY SCHOOLS NORTHBOUND:

5:25 AM	8:45 AM	12:40 PM	3:15 PM	6:40 PM
5:55 AM	9:00 AM	12:55 PM	3:30 PM	7:10 PM
6:25 AM	9:15 AM	1:25 PM	3:50 PM	7:40 PM
6:40 AM	9:35 AM	1:45 PM	4:20 PM	8:10 PM
6:55 AM	10:05 AM	2:15 PM	4:35 PM	8:45 PM
7:10 AM	10:35 AM	2:30 PM	5:05 PM	9:15 PM
7:30 AM	11:05 AM	2:45 PM	5:35 PM	9:45 PM
8:00 AM	11:40 AM	3:00 PM	6:05 PM	10:15 PM
8:30 AM	12:10 PM			

GUNNISON - SPENCER AND HWY 135 NORTHBOUND:

5:40 AM	9:00 AM	12:55 PM	3:30 PM	6:55 PM
6:10 AM	9:15 AM	1:10 PM	3:45 PM	7:25 PM
6:40 AM	9:30 AM	1:40 PM	4:05 PM	7:55 PM
6:55 AM	9:50 AM	2:00 PM	4:35 PM	8:25 PM
7:10 AM	10:20 AM	2:30 PM	4:50 PM	9:00 PM
7:25 AM	10:50 AM	2:45 PM	5:20 PM	9:30 PM
7:45 AM	11:20 AM	3:00 PM	5:50 PM	10:00 PM
8:15 AM	11:55 AM	3:15 PM	6:20 PM	10:30 PM
8:45 AM	12:25 PM			

MT CRESTED BUTTE TRANSIT CENTER SOUTHBOUND:

6:40 AM	10:00 AM	1:55 PM	4:30 PM	7:55 PM
7:10 AM	10:15 AM	2:10 PM	4:45 PM	8:25 PM
7:40 AM	10:30 AM	2:40 PM	5:05 PM	8:55 PM
7:55 AM	10:50 AM	3:00 PM	5:35 PM	9:25 PM
8:10 AM	11:20 AM	3:30 PM	5:50 PM	10:00 PM
8:25 AM	11:50 AM	3:45 PM	6:20 PM	10:30 PM
8:45 AM	12:20 PM	4:00 PM	6:50 PM	11:00 PM
9:15 AM	12:55 PM	4:15 PM	7:20 PM	11:30 PM
9:45 AM	1:25 PM			

CRESTED BUTTE 4-WAY STOP SOUTHBOUND:

6:48 AM	10:08 AM	2:03 PM	4:38 PM	8:03 PM
7:18 AM	10:23 AM	2:18 PM	4:53 PM	8:33 PM
7:48 AM	10:38 AM	2:48 PM	5:13 PM	9:03 PM
8:03 AM	10:58 AM	3:08 PM	5:43 PM	9:33 PM
8:18 AM	11:28 AM	3:38 PM	5:58 PM	10:08 PM
8:33 AM	11:58 AM	3:53 PM	6:28 PM	10:38 PM
8:53 AM	12:28 PM	4:08 PM	6:58 PM	11:08 PM
9:23 AM	1:03 PM	4:23 PM	7:28 PM	11:38 PM
9:53 AM	1:33 PM			

CB SOUTH - RED MOUNTAIN PARK NORTHBOUND:


6:05 AM	9:25 AM	1:20 PM	3:55 PM	7:20 PM
6:35 AM	9:40 AM	1:35 PM	4:10 PM	7:50 PM
7:05 AM	9:55 AM	2:05 PM	4:30 PM	8:20 PM
7:20 AM	10:15 AM	2:25 PM	5:00 PM	8:50 PM
7:35 AM	10:45 AM	2:55 PM	5:15 PM	9:25 PM
7:50 AM	11:15 AM	3:10 PM	5:45 PM	9:55 PM
8:10 AM	11:45 AM	3:25 PM	6:15 PM	10:25 PM
8:40 AM	12:20 PM	3:40 PM	6:45 PM	10:55 PM
9:10 AM	12:50 PM			

CB SOUTH - RED MOUNTAIN PARK SOUTHBOUND:

7:00 AM	10:20 AM	2:15 PM	4:50 PM	8:15 PM
7:30 AM	10:35 AM	2:30 PM	5:05 PM	8:45 PM
8:00 AM	10:50 AM	3:00 PM	5:25 PM	9:15 PM
8:15 AM	11:10 AM	3:20 PM	5:55 PM	9:45 PM
8:30 AM	11:40 AM	3:50 PM	6:10 PM	10:20 PM
8:45 AM	12:10 PM	4:05 PM	6:40 PM	10:50 PM
9:05 AM	12:40 PM	4:20 PM	7:10 PM	11:20 PM
9:35 AM	1:15 PM	4:35 PM	7:40 PM	11:50 PM
10:05 AM	1:45 PM			

NORTHBOUND														SOUTHBOUND														Headways		
Gunnison to Mt. Crested Butte														Mt CB to Gunn														NB	SB	
Gunnison Rec Center	Gunnison County Library	Gunnison Community Schools	11th & Virginia	Safeway (Pine & Hwy 50)	Teller & Hwy 50	Western (Colorado & Ohio)	Denver & Hwy 135	Spencer & Hwy 135	Tall Texan	Ohio Creek	Almont	CB South (Red Mt. Park)	Riverland	Brush Creek	Riverbend	Crested Butte 4-Way	Mt. CB Transit Center	Layover	Mt. CB Transit Center	Crested Butte 4-Way	Riverbend	Brush Creek	Riverland	CB South (Red Mt. Park)	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center		
5:21 AM	5:24 AM	5:25 AM	5:27 AM	5:29 AM	5:32 AM	5:34 AM	5:38 AM	5:40 AM	5:42 AM	5:43 AM	5:50 AM	6:05 AM	6:11 AM	6:12 AM	6:13 AM	6:18 AM	6:25 AM	0:15	6:40 AM	6:48 AM	6:50 AM	6:51 AM	6:52 AM	7:00 AM	7:14 AM	7:22 AM	7:23 AM	7:26 AM		
5:51 AM	5:54 AM	5:55 AM	5:57 AM	5:59 AM	6:02 AM	6:04 AM	6:08 AM	6:10 AM	6:12 AM	6:13 AM	6:20 AM	6:35 AM	6:41 AM	6:42 AM	6:43 AM	6:48 AM	6:55 AM	0:15	7:10 AM	7:18 AM	7:20 AM	7:21 AM	7:22 AM	7:30 AM	7:44 AM	7:52 AM	7:53 AM	7:56 AM	0:30	0:30
6:21 AM	6:24 AM	6:25 AM	6:27 AM	6:29 AM	6:32 AM	6:34 AM	6:38 AM	6:40 AM	6:42 AM	6:43 AM	6:50 AM	7:05 AM	7:11 AM	7:12 AM	7:13 AM	7:18 AM	7:25 AM	0:15	7:40 AM	7:48 AM	7:50 AM	7:51 AM	7:52 AM	8:00 AM	8:14 AM	8:22 AM	8:23 AM	8:26 AM	0:30	0:30
6:36 AM	6:39 AM	6:40 AM	6:42 AM	6:44 AM	6:47 AM	6:49 AM	6:53 AM	6:55 AM	6:57 AM	6:58 AM	7:05 AM	7:20 AM	7:26 AM	7:27 AM	7:28 AM	7:33 AM	7:40 AM	0:15	7:55 AM	8:03 AM	8:05 AM	8:06 AM	8:07 AM	8:15 AM	8:29 AM	8:37 AM	8:38 AM	8:41 AM	0:15	0:15
6:51 AM	6:54 AM	6:55 AM	6:57 AM	6:59 AM	7:02 AM	7:04 AM	7:08 AM	7:10 AM	7:12 AM	7:13 AM	7:20 AM	7:35 AM	7:41 AM	7:42 AM	7:43 AM	7:48 AM	7:55 AM	0:15	8:10 AM	8:18 AM	8:20 AM	8:21 AM	8:22 AM	8:30 AM	8:44 AM	8:52 AM	8:53 AM	8:56 AM	0:15	0:15
7:06 AM	7:09 AM	7:10 AM	7:12 AM	7:14 AM	7:17 AM	7:19 AM	7:23 AM	7:25 AM	7:27 AM	7:28 AM	7:35 AM	7:50 AM	7:56 AM	7:57 AM	7:58 AM	8:03 AM	8:10 AM	0:15	8:25 AM	8:33 AM	8:35 AM	8:36 AM	8:37 AM	8:45 AM	8:59 AM	9:07 AM	9:08 AM	9:11 AM	0:15	0:15
7:26 AM	7:29 AM	7:30 AM	7:32 AM	7:34 AM	7:37 AM	7:39 AM	7:43 AM	7:45 AM	7:47 AM	7:48 AM	7:55 AM	8:10 AM	8:16 AM	8:17 AM	8:18 AM	8:23 AM	8:30 AM	0:15	8:45 AM	8:53 AM	8:55 AM	8:56 AM	8:57 AM	9:05 AM	9:19 AM	9:27 AM	9:28 AM	9:31 AM	0:20	0:20
7:56 AM	7:59 AM	8:00 AM	8:02 AM	8:04 AM	8:07 AM	8:09 AM	8:13 AM	8:15 AM	8:17 AM	8:18 AM	8:25 AM	8:40 AM	8:46 AM	8:47 AM	8:48 AM	8:53 AM	9:00 AM	0:15	9:15 AM	9:23 AM	9:25 AM	9:26 AM	9:27 AM	9:35 AM	9:49 AM	9:57 AM	9:58 AM	10:01 AM	0:30	0:30
8:26 AM	8:29 AM	8:30 AM	8:32 AM	8:34 AM	8:37 AM	8:39 AM	8:43 AM	8:45 AM	8:47 AM	8:48 AM	8:55 AM	9:10 AM	9:16 AM	9:17 AM	9:18 AM	9:23 AM	9:30 AM	0:15	9:45 AM	9:53 AM	9:55 AM	9:56 AM	9:57 AM	10:05 AM	10:19 AM	10:27 AM	10:28 AM	10:31 AM	0:30	0:30
8:41 AM	8:44 AM	8:45 AM	8:47 AM	8:49 AM	8:52 AM	8:54 AM	8:58 AM	9:00 AM	9:02 AM	9:03 AM	9:10 AM	9:25 AM	9:31 AM	9:32 AM	9:33 AM	9:38 AM	9:45 AM	0:15	10:00 AM	10:08 AM	10:10 AM	10:11 AM	10:12 AM	10:20 AM	10:34 AM	10:42 AM	10:43 AM	10:46 AM	0:15	0:15
8:56 AM	8:59 AM	9:00 AM	9:02 AM	9:04 AM	9:07 AM	9:09 AM	9:13 AM	9:15 AM	9:17 AM	9:18 AM	9:25 AM	9:40 AM	9:46 AM	9:47 AM	9:48 AM	9:53 AM	10:00 AM	0:15	10:15 AM	10:23 AM	10:25 AM	10:26 AM	10:27 AM	10:35 AM	10:49 AM	10:57 AM	10:58 AM	11:01 AM	0:15	0:15
9:11 AM	9:14 AM	9:15 AM	9:17 AM	9:19 AM	9:22 AM	9:24 AM	9:28 AM	9:30 AM	9:32 AM	9:33 AM	9:40 AM	9:55 AM	10:01 AM	10:02 AM	10:03 AM	10:08 AM	10:15 AM	0:15	10:30 AM	10:38 AM	10:40 AM	10:41 AM	10:42 AM	10:50 AM	11:04 AM	11:12 AM	11:13 AM	11:16 AM	0:15	0:15
9:31 AM	9:34 AM	9:35 AM	9:37 AM	9:39 AM	9:42 AM	9:44 AM	9:48 AM	9:50 AM	9:52 AM	9:53 AM	10:00 AM	10:15 AM	10:21 AM	10:22 AM	10:23 AM	10:28 AM	10:35 AM	0:15	10:50 AM	10:58 AM	11:00 AM	11:01 AM	11:02 AM	11:10 AM	11:24 AM	11:32 AM	11:33 AM	11:36 AM	0:20	0:20
10:01 AM	10:04 AM	10:05 AM	10:07 AM	10:09 AM	10:12 AM	10:14 AM	10:18 AM	10:20 AM	10:22 AM	10:23 AM	10:30 AM	10:45 AM	10:51 AM	10:52 AM	10:53 AM	10:58 AM	11:05 AM	0:15	11:20 AM	11:28 AM	11:30 AM	11:31 AM	11:32 AM	11:40 AM	11:54 AM	12:02 PM	12:03 PM	12:06 PM	0:30	0:30
10:31 AM	10:34 AM	10:35 AM	10:37 AM	10:39 AM	10:42 AM	10:44 AM	10:48 AM	10:50 AM	10:52 AM	10:53 AM	11:00 AM	11:15 AM	11:21 AM	11:22 AM	11:23 AM	11:28 AM	11:35 AM	0:15	11:50 AM	11:58 AM	12:00 PM	12:01 PM	12:02 PM	12:10 PM	12:24 PM	12:32 PM	12:33 PM	12:36 PM	0:30	0:30
11:01 AM	11:04 AM	11:05 AM	11:07 AM	11:09 AM	11:12 AM	11:14 AM	11:18 AM	11:20 AM	11:22 AM	11:23 AM	11:30 AM	11:45 AM	11:51 AM	11:52 AM	11:53 AM	11:58 AM	12:05 PM	0:15	12:20 PM	12:28 PM	12:30 PM	12:31 PM	12:32 PM	12:40 PM	12:54 PM	1:02 PM	1:03 PM	1:06 PM	0:30	0:30
11:36 AM	11:39 AM	11:40 AM	11:42 AM	11:44 AM	11:47 AM	11:49 AM	11:53 AM	11:55 AM	11:57 AM	11:58 AM	12:05 PM	12:20 PM	12:26 PM	12:27 PM	12:28 PM	12:33 PM	12:40 PM	0:15	12:55 PM	1:03 PM	1:05 PM	1:06 PM	1:07 PM	1:15 PM	1:29 PM	1:37 PM	1:38 PM	1:41 PM	0:35	0:35
12:06 PM	12:09 PM	12:10 PM	12:12 PM	12:14 PM	12:17 PM	12:19 PM	12:23 PM	12:25 PM	12:27 PM	12:28 PM	12:35 PM	12:50 PM	12:56 PM	12:57 PM	12:58 PM	1:03 PM	1:10 PM	0:15	1:25 PM	1:33 PM	1:35 PM	1:36 PM	1:37 PM	1:45 PM	1:59 PM	2:07 PM	2:08 PM	2:11 PM	0:30	0:30
12:36 PM	12:39 PM	12:40 PM	12:42 PM	12:44 PM	12:47 PM	12:49 PM	12:53 PM	12:55 PM	12:57 PM	12:58 PM	1:05 PM	1:20 PM	1:26 PM	1:27 PM	1:28 PM	1:33 PM	1:40 PM	0:15	1:55 PM	2:03 PM	2:05 PM	2:06 PM	2:07 PM	2:15 PM	2:29 PM	2:37 PM	2:38 PM	2:41 PM	0:30	0:30
12:51 PM	12:54 PM	12:55 PM	12:57 PM	12:59 PM	1:02 PM	1:04 PM	1:08 PM	1:10 PM	1:12 PM	1:13 PM	1:20 PM	1:35 PM	1:41 PM	1:42 PM	1:43 PM	1:48 PM	1:55 PM	0:15	2:10 PM	2:18 PM	2:20 PM	2:21 PM	2:22 PM	2:30 PM	2:44 PM	2:52 PM	2:53 PM	2:56 PM	0:15	0:15
1:21 PM	1:24 PM	1:25 PM	1:27 PM	1:29 PM	1:32 PM	1:34 PM	1:38 PM	1:40 PM	1:42 PM	1:43 PM	1:50 PM	2:05 PM	2:11 PM	2:12 PM	2:13 PM	2:18 PM	2:25 PM	0:15	2:40 PM	2:48 PM	2:50 PM	2:51 PM	2:52 PM	3:00 PM	3:14 PM	3:22 PM	3:23 PM	3:26 PM	0:30	0:30
1:41 PM	1:44 PM	1:45 PM	1:47 PM	1:49 PM	1:52 PM	1:54 PM	1:58 PM	2:00 PM	2:02 PM	2:03 PM	2:10 PM	2:25 PM	2:31 PM	2:32 PM	2:33 PM	2:38 PM	2:45 PM	0:15	3:00 PM	3:08 PM	3:10 PM	3:11 PM	3:12 PM	3:20 PM	3:34 PM	3:42 PM	3:43 PM	3:46 PM	0:20	0:20
2:11 PM	2:14 PM	2:15 PM	2:17 PM	2:19 PM	2:22 PM	2:24 PM	2:28 PM	2:30 PM	2:32 PM	2:33 PM	2:40 PM	2:55 PM	3:01 PM	3:02 PM	3:03 PM	3:08 PM	3:15 PM	0:15	3:30 PM	3:38 PM	3:40 PM	3:41 PM	3:42 PM	3:50 PM	4:04 PM	4:12 PM	4:13 PM	4:16 PM	0:30	0:30
2:26 PM	2:29 PM	2:30 PM	2:32 PM	2:34 PM	2:37 PM	2:39 PM	2:43 PM	2:45 PM	2:47 PM	2:48 PM	2:55 PM	3:10 PM	3:16 PM	3:17 PM	3:18 PM	3:23 PM	3:30 PM	0:15	3:45 PM	3:53 PM	3:55 PM	3:56 PM	3:57 PM	4:05 PM	4:19 PM	4:27 PM	4:28 PM	4:31 PM	0:15	0:15
2:41 PM	2:44 PM	2:45 PM	2:47 PM	2:49 PM	2:52 PM	2:54 PM	2:58 PM	3:00 PM	3:02 PM	3:03 PM	3:10 PM	3:25 PM	3:31 PM	3:32 PM	3:33 PM	3:38 PM	3:45 PM	0:15	4:00 PM	4:08 PM	4:10 PM	4:11 PM	4:12 PM	4:20 PM	4:34 PM	4:42 PM	4:43 PM	4:46 PM	0:15	0:15
2:56 PM	2:59 PM	3:00 PM	3:02 PM	3:04 PM	3:07 PM	3:09 PM	3:13 PM	3:15 PM	3:17 PM	3:18 PM	3:25 PM	3:40 PM	3:46 PM	3:47 PM	3:48 PM	3:53 PM	4:00 PM	0:15	4:15 PM	4:23 PM	4:25 PM	4:26 PM	4:27 PM	4:35 PM	4:49 PM	4:57 PM	4:58 PM	5:01 PM	0:15	0:15
3:11 PM	3:14 PM	3:15 PM	3:17 PM	3:19 PM	3:22 PM	3:24 PM	3:28 PM	3:30 PM	3:32 PM	3:33 PM	3:40 PM	3:55 PM	4:01 PM	4:02 PM	4:03 PM	4:08 PM	4:15 PM	0:15	4:30 PM	4:38 PM	4:40 PM	4:41 PM	4:42 PM	4:50 PM	5:04 PM	5:12 PM	5:13 PM	5:16 PM	0:15	0:15
3:26 PM	3:29 PM	3:30 PM	3:32 PM	3:34 PM	3:37 PM	3:39 PM	3:43 PM	3:45 PM	3:47 PM	3:48 PM	3:55 PM	4:10 PM	4:16 PM	4:17 PM	4:18 PM	4:23 PM	4:30 PM	0:15	4:45 PM	4:53 PM	4:55 PM	4:56 PM	4:57 PM	5:05 PM	5:19 PM	5:27 PM	5:28 PM	5:31 PM	0:15	0:15
3:46 PM	3:49 PM	3:50 PM	3:52 PM	3:54 PM	3:57 PM	3:59 PM	4:03 PM	4:05 PM	4:07 PM	4:08 PM	4:15 PM	4:30 PM	4:36 PM	4:37 PM	4:38 PM	4:43 PM	4:50 PM	0:15	5:05 PM	5:13 PM	5:15 PM	5:16 PM	5:17 PM	5:25 PM	5:39 PM	5:47 PM	5:48 PM	5:51 PM	0:20	0:20
4:16 PM	4:19 PM	4:20 PM	4:22 PM	4:24 PM	4:27 PM	4:29 PM	4:33 PM	4:35 PM	4:37 PM	4:38 PM	4:45 PM	5:00 PM	5:06 PM	5:07 PM	5:08 PM	5:13 PM	5:20 PM	0:15	5:35 PM	5:43 PM	5:45 PM	5:46 PM	5:47 PM	5:55 PM	6:09 PM	6:17 PM	6:18 PM	6:21 PM	0:30	0:30
4:31 PM	4:34 PM	4:35 PM	4:37 PM	4:39 PM	4:42 PM	4:44 PM	4:48 PM	4:50 PM	4:52 PM	4:53 PM	5:00 PM	5:15 PM	5:21 PM	5:22 PM	5:23 PM	5:28 PM	5:35 PM	0:15	5:50 PM	5:58 PM	6:00 PM	6:01 PM	6:02 PM	6:10 PM	6:24 PM	6:32 PM	6:33 PM	6:36 PM	0:15	0:15
5:01 PM	5:04 PM	5:05 PM	5:07 PM	5:09 PM	5:12 PM	5:14 PM	5:18 PM	5:20 PM	5:22 PM	5:23 PM	5:30 PM	5:45 PM	5:51 PM	5:52 PM	5:53 PM	5:58 PM	6:05 PM	0:15	6:20 PM	6:28 PM	6:30 PM	6:31 PM	6:32 PM	6:40 PM	6:54 PM	7:02 PM	7:03 PM	7:06 PM	0:30	0:30
5:31 PM	5:34 PM	5:35 PM	5:37 PM	5:39 PM	5:42 PM	5:44 PM	5:48 PM	5:50 PM	5:52 PM	5:53 PM	6:00 PM	6:15 PM	6:21 PM	6:22 PM	6:23 PM	6:28 PM	6:35 PM	0:15	6:50 PM	6:58 PM	7:00 PM	7:01 PM	7:02 PM	7:10 PM	7:24 PM	7:32 PM	7:33 PM	7:36 PM	0:30	0:30
6:01 PM	6:04 PM	6:05 PM	6:07 PM	6:09 PM	6:12 PM	6:14 PM	6:18 PM	6:20 PM	6:22 PM	6:23 PM	6:30 PM	6:45 PM	6:51 PM	6:52 PM	6:53 PM	6:58 PM	7:05 PM	0:15	7:20 PM	7:28 PM	7:30 PM	7:31 PM	7:32 PM	7:40 PM	7:54 PM	8:02 PM	8:03 PM	8:06 PM	0:30	0:30
6:36 PM	6:39 PM	6:40 PM	6:42 PM	6:44 PM	6:47 PM	6:49 PM	6:53 PM	6:55 PM	6:57 PM	6:58 PM	7:05 PM	7:20 PM	7:26 PM	7:27 PM	7:28 PM	7:33 PM	7:40 PM	0:15	7:55 PM	8:03 PM	8:05 PM	8:06 PM	8:07 PM	8:15 PM	8:29 PM	8:37 PM	8:38 PM	8:41 PM	0:35	0:35
7:06 PM	7:09 PM	7:10 PM	7:12 PM	7:14 PM	7:17 PM	7:19 PM	7:23 PM	7:25 PM	7:27 PM	7:28 PM	7:35 PM	7:50 PM	7:56 PM	7:57 PM	7:58 PM	8:03 PM	8:10 PM	0:15	8:25 PM	8:33 PM	8:35 PM	8:36 PM	8:37 PM	8:45 PM	8:59 PM	9:07 PM	9:08 PM	9:11 PM	0:30	0:30
7:36 PM	7:39 PM	7:40 PM	7:42 PM	7:44 PM	7:47 PM	7:49 PM	7:53 PM	7:55 PM	7:57 PM	7:58 PM	8:05 PM	8:20 PM	8:26 PM	8:27 PM	8:28 PM	8:33 PM	8:40 PM	0:15	8:55 PM	9:03 PM	9:05 PM</									

Draft 2024 budget with 42 winter round trips and 28 spring/summer/fall round trips:

 Gunnison Valley Transportation Authority - DRAFT 2024 Budget 6/22/2023				
Gunnison Valley Transportation Authority DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Sales Tax Revenues	\$ 6,012,802	\$ 6,002,000	\$ 5,578,981	\$ 5,745,000
Sales Tax to General Fund	\$ 1,612,802	\$ 3,232,000	\$ 3,558,981	\$ 4,225,000
Sales Tax to Capital Fund	\$ 3,750,000	\$ 1,350,000	\$ 1,200,000	\$ 75,000
Sales Tax to Air Command Fund	\$ 250,000	\$ 1,000,000	\$ 400,000	\$ 1,000,000
Sales Tax to Senior Transportation Fund	\$ 400,000	\$ 420,000	\$ 420,000	\$ 445,000
	\$ 6,012,802	\$ 6,002,000	\$ 5,578,981	\$ 5,745,000
GVRTA General Fund DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Beginning General Fund Balance	\$ 2,890,613	\$ 1,415,484	\$ 1,541,925	\$ 1,428,458
Revenues:				
Sales Tax Revenues	\$ 1,612,802	\$ 3,232,000	\$ 3,558,981	\$ 4,225,000
Sales Tax - Clerk	\$ 39,262	\$ 30,000	\$ 29,000	\$ 30,000
Interest Charges	\$ 2,706	\$ 2,000	\$ 2,300	\$ 2,500
Other Fines	\$ 16,772	\$ 10,000	\$ 13,700	\$ 12,500
Rental Income	\$ 32,669	\$ 80,000	\$ 78,000	\$ 97,000
Earnings on Investments	\$ (168,438)	\$ 25,000	\$ 56,000	\$ 50,000
5311 A & O FTA 5311Admin. & Operating Grants	\$ 356,863	\$ 242,618	\$ 242,618	\$ 249,897
Total Revenues	\$ 1,892,636	\$ 3,621,618	\$ 3,980,599	\$ 4,666,897
Expenditures:				
Postage	\$ 74	\$ 100	\$ 100	\$ 100
Equipment Under \$4,000	\$ 1,203	\$ 4,000	\$ 4,000	\$ 4,000
Building Repair and Maintenance	\$ 24,614	\$ 30,000	\$ 30,000	\$ 30,000
Travel - Transportation	\$ 639	\$ 8,000	\$ 2,000	\$ 6,000
Travel - Meals	\$ 263	\$ 6,000	\$ 1,000	\$ 4,000
Travel - Lodging	\$ 2,227	\$ 6,000	\$ 2,000	\$ 4,000
Legal Services	\$ 5,868	\$ 8,000	\$ 8,000	\$ 8,000
Contracted Temporary Help - Marcy & TDP	\$ 750	\$ 12,000	\$ 4,000	\$ 112,000
Contract Svcs - Social Firekeeper, Swiftly, Bus Stops	\$ 56,518	\$ 62,000	\$ 62,000	\$ 70,000
Management Services - TMS	\$ 90,000	\$ 93,600	\$ 93,600	\$ 97,344
Meetings - Registrations	\$ 750	\$ 2,000	\$ 1,000	\$ 2,000
State Fees	\$ 31,021	\$ 34,000	\$ 30,000	\$ 34,000
Treasurer's Fees	\$ 74,400	\$ 65,000	\$ 74,000	\$ 75,000
Late Night Taxi Donation	\$ 30,000	\$ 30,000	\$ 22,105	\$ 38,000
Advertising, Notices, Public Outreach & Website	\$ 9,007	\$ 20,000	\$ 11,000	\$ 15,000
Dues & Memberships (CASTA & POA Memberships)	\$ 6,522	\$ 20,000	\$ 19,000	\$ 24,000
Auditing	\$ 8,014	\$ 8,500	\$ 4,500	\$ 8,500
Insurance & Bonds	\$ 10,974	\$ 18,000	\$ 18,000	\$ 25,000
Utilities	\$ -	\$ 14,400	\$ 14,400	\$ 20,000
Investment Commissions/Fees	\$ -	\$ 100	\$ 100	\$ 100
Transfer to County General Fund	\$ 11,700	\$ 12,660	\$ 12,660	\$ 12,900
5311 - A Management Services - TMS	\$ 90,000	\$ 93,600	\$ 93,600	\$ 97,344
5311 - O Diesel Fuel	\$ 98,402	\$ 125,000	\$ 142,000	\$ 140,000
5311 - O CNG Fuel	\$ 240,666	\$ 415,000	\$ 375,000	\$ 410,000
5311 - O Repair & Maintenance - Vehicles	\$ 501,460	\$ 500,000	\$ 500,000	\$ 590,000
5311 - O Purchased Transportation Services	\$ 1,946,252	\$ 2,525,000	\$ 2,570,000	\$ 2,850,000
Total Expenditures	\$ 3,241,324	\$ 4,112,960	\$ 4,094,065	\$ 4,677,288
Ending General Fund Balance	\$ 1,541,925	\$ 924,142	\$ 1,428,458	\$ 1,418,067

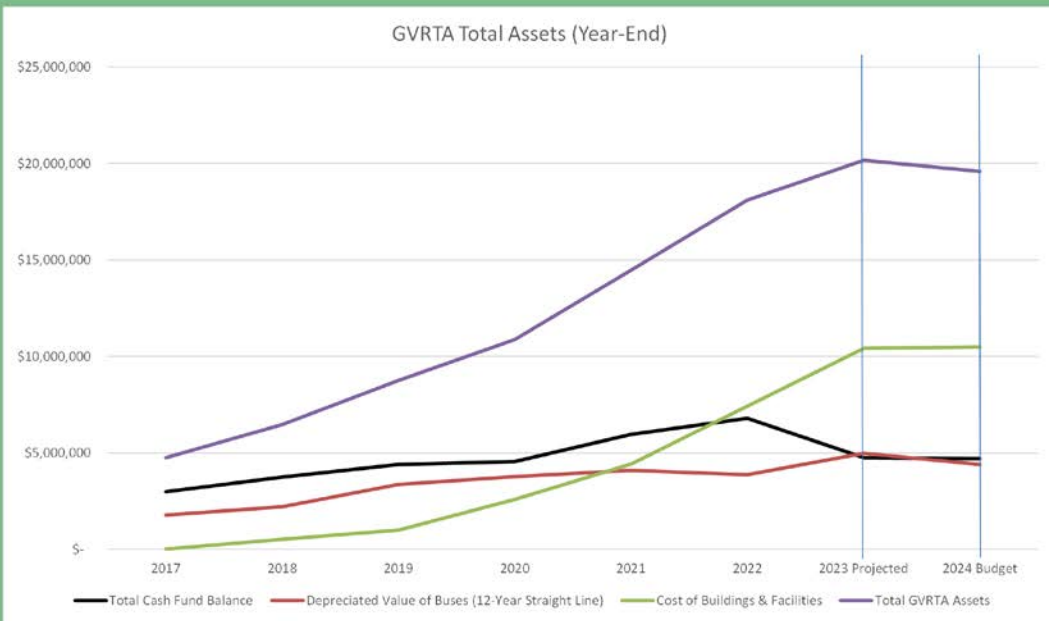
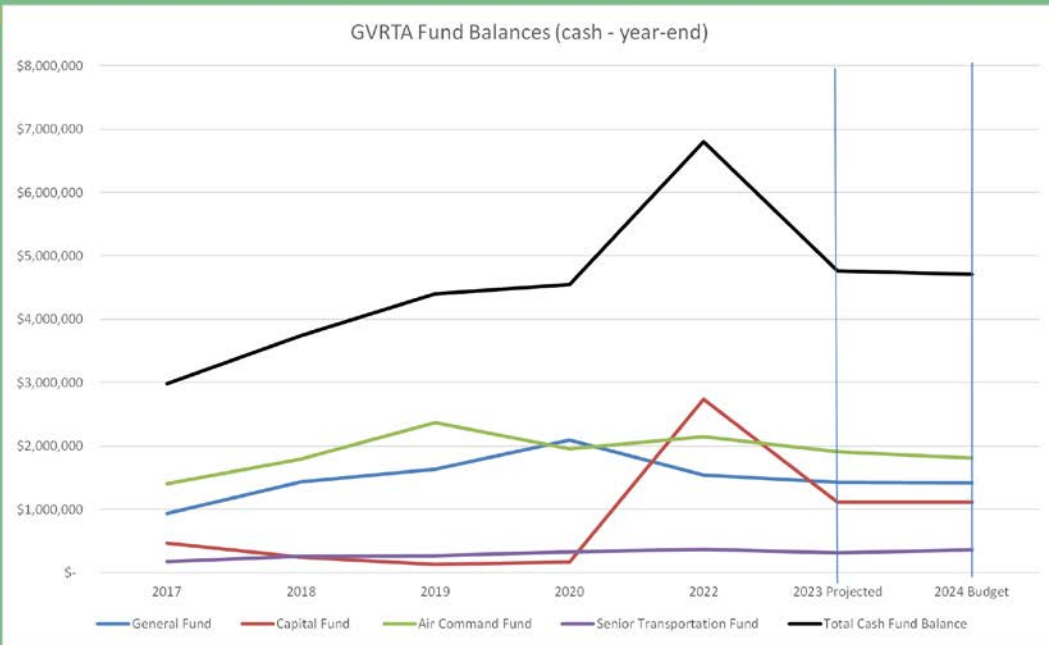
Draft 2024 budget with 42 winter round trips and 28 spring/summer/fall round trips:

GVRTA Capital Reserve Fund DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Beginning Fund Balance	\$ 249,948	\$ 2,674,625	\$ 2,739,383	\$ 1,113,782
Revenues:				
5339 - C 5311/5399/FASTER/SB1/SB228Capital Grants	\$ -	\$ 1,236,800	\$ 1,460,000	\$ -
Refund of Expenditures (Fading West Deposit)	\$ -	\$ -	\$ 380,000	\$ -
State SB267 Grant for Facility	\$ 2,136,439	\$ -	\$ -	\$ -
Sales Tax Revenues	\$ 3,750,000	\$ 1,350,000	\$ 1,200,000	\$ 75,000
Capital Fund Revenues	\$ 5,886,439	\$ 2,586,800	\$ 3,040,000	\$ 75,000
Expenditures:				
5339 - C Bus Purchase	\$ -	\$ 1,545,000	\$ 1,542,601	\$ -
SB-267 Facility Purchases / Design / Construction	\$ 2,393,225	\$ 1,240,000	\$ 1,350,000	\$ -
Housing Purchase	\$ 1,003,779	\$ 1,900,000	\$ 1,253,000	\$ -
Capital Improvements	\$ -	\$ 570,000	\$ 520,000	\$ 75,000
Capital Fund Expenditures	\$ 3,397,004	\$ 5,255,000	\$ 4,665,601	\$ 75,000
Ending Fund Balance	\$ 2,739,383	\$ 6,425	\$ 1,113,782	\$ 1,113,782
GVRTA Air Command Fund DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Beginning Fund Balance	\$ 2,488,213	\$ 2,148,977	\$ 2,149,854	\$ 1,907,854
Revenues:				
Sales Tax Revenues	\$ 250,000	\$ 1,000,000	\$ 400,000	\$ 1,000,000
SCASD Grant	\$ -	\$ 200,000	\$ -	\$ 200,000
RTA Air Command Fund Revenues	\$ 250,000	\$ 1,200,000	\$ 400,000	\$ 1,200,000
Expenditures:				
Airline Guarantees - Winter	\$ 351,236	\$ 781,000	\$ 500,000	\$ 750,000
Professional Services - Airplanners	\$ 111,123	\$ 102,000	\$ 100,000	\$ 102,000
Contract with Airport for Airline Mechanic	\$ 36,000	\$ 36,000	\$ 42,000	\$ 45,000
Airline Guarantees - Summer	\$ 90,000	\$ 700,000	\$ -	\$ 400,000
RTA Air Command Fund Expenditures	\$ 588,359	\$ 1,619,000	\$ 642,000	\$ 1,297,000
Ending Fund Balance	\$ 2,149,854	\$ 1,729,977	\$ 1,907,854	\$ 1,810,854
GVRTA Senior Transportation Fund DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Beginning Fund Balance	\$ 334,510	\$ 367,010	\$ 371,262	\$ 311,262
Revenues:				
Sales Tax Revenues	\$ 400,000	\$ 420,000	\$ 420,000	\$ 445,000
Senior Transportation Fund Revenues	\$ 400,000	\$ 420,000	\$ 420,000	\$ 445,000
Expenditures:				
Capital Expenses	\$ 76,518	\$ 120,000	\$ 120,000	\$ -
Contracted Services	\$ 286,730	\$ 355,000	\$ 360,000	\$ 395,000
Senior Transportation Fund Expenditures	\$ 363,248	\$ 475,000	\$ 480,000	\$ 395,000
Ending Fund Balance	\$ 371,262	\$ 312,010	\$ 311,262	\$ 361,262
GVRTA Total Revenues and Expenditures DRAFT 2024 Budget	2022 Actual	2023 Budget	2023 Projected	2024 Budget
Beginning Fund Balance	\$ 5,963,284	\$ 6,606,096	\$ 6,802,424	\$ 4,761,357
Revenues:	\$ 8,429,075	\$ 7,828,418	\$ 7,840,599	\$ 6,386,897
Expenditures:	\$ 7,589,935	\$ 11,461,960	\$ 9,881,666	\$ 6,444,288
Ending Fund Balance	\$ 6,802,424	\$ 2,972,554	\$ 4,761,357	\$ 4,703,966
GVRTA Summary of all Funds DRAFT 2024 Budget	Year End 2022 Actual	Year End 2023 Budget	Year End 2023 Projected	Year End 2024 Budget
Fund Balances				
Unrestricted General Fund Balance	\$ 1,541,925	\$ 924,142	\$ 1,428,458	\$ 1,418,067
Capital Reserve Fund Balance	\$ 2,739,383	\$ 6,425	\$ 1,113,782	\$ 1,113,782
Air Command Fund Balance	\$ 2,149,854	\$ 1,729,977	\$ 1,907,854	\$ 1,810,854
Senior Transportation Fund Balance	\$ 371,262	\$ 312,010	\$ 311,262	\$ 361,262
Total Fund Balance	\$ 6,802,424	\$ 2,972,554	\$ 4,761,357	\$ 4,703,966

Draft 2024 budget with 42 winter round trips and 28 spring/summer/fall round trips:

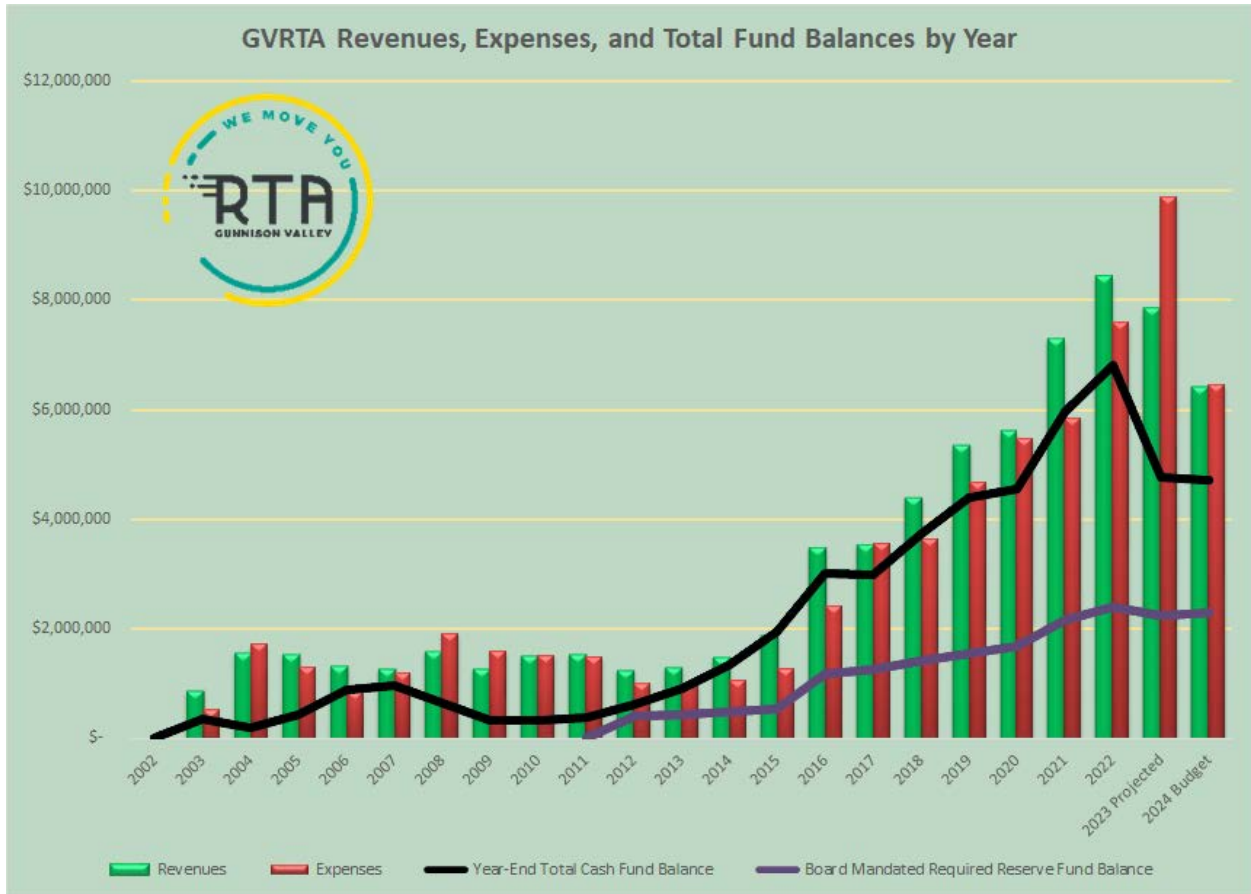


Gunnison Valley Transportation Authority DRAFT 2024 Budget



*For planning purposes only. Estimated values/costs of actual assets - Not accounting booked values.

Draft 2024 budget with 42 winter round trips and 28 spring/summer/fall round trips:



**RESOLUTION NO. 3
SERIES 2023**

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

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

Unit A, Building 110, Lazy K Subdivision, according to the Plat of Lazy K Subdivision Building 110 as recorded at Reception No. 6675479; and

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

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

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

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

INTRODUCED, READ, PASSED AND ADOPTED by the RTA, this 30th day of June, 2023.

(SEAL)

Janet Farmer, Chair

Elizabeth K. Smith, Secretary