



# Meeting Notice

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

**September 24, 2021 at 8:00 a.m.**

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

**Face coverings are required in this building.**

For copies of the agenda and minutes of previous meetings, please go to [www.gunnisonvalleyrta.org/meetings](http://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 – SEPTEMBER 24, 2021**  
**GUNNISON VALLEY TRANSPORTATION AUTHORITY**  
**CRESTED BUTTE TOWN OFFICES**  
**TOWN COUNCIL CHAMBERS – 8:00 A.M.**  
**Face coverings are required in this building**

8:00 A. INTRODUCTION

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

- B. ADOPTION OF THE AGENDA
- C. APPROVAL OF AUGUST 13, 2021 MEETING MINUTES
- D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- E. CORRESPONDENCE
- F. OLD BUSINESS
  - 1) Air program reports
  - 2) Bus program reports

**REGULAR AGENDA**

- 8:05 F. OLD BUSINESS - continued
- 3) Airport update – Rick Lamport
  - 4) Tourism Association report – John Norton
  - 5) Bus service update – Scott Truex & Pam Cook
  - 6) Air Command report – Scott Truex & David Clayton
  - 7) 2021 summer air service discussion – Kent Myers & Bill Tomcich
  - 8) 2021-22 winter air service – update and discussion – Kent Myers & Bill Tomcich
  - 9) 2022 summer air service – update and discussion – Kent Myers & Bill Tomcich
  - 10) Whetstone Industrial Park Bus Storage Facility Construction – Scott Truex & Leia Morrison – project update
  - 11) Purchase of deed restricted housing at the Lazy K in Gunnison – Scott Truex & Leia Morrison – project update
  - 12) Contract with Airplanners, LLC to provide air service consulting in 2022 and 2023 – Kent Myers – discussion and possible **motion & decision requested**

8:35 G. PUBLIC COMMENT PERIOD

8:40 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:45 I. NEW BUSINESS

- 1) Request for a bus stop to be built at Hwy 135, mile marker 23 (Hidden River entrance) – Matthew Kaufman – discussion

- 2) Amendment to AEX contract to add a north valley supervisor – Scott Truex – **motion & decision requested**
- 3) Renewal of a contract with Gunnison County to act as fiscal agent – Scott Truex – discussion
- 4) 2022 DRAFT GVRTA Budget – Scott Truex – discussion
- 5) 2022 – 2026 DRAFT GVRTA Five-year Financial Plan – Scott Truex – discussion
- 6) Executive session to discuss contract negotiations
- 7) Authorization for the Board Chair to sign a contract with Truex Management Services, Inc. to provide management services for the GVRTA – Janet Farmer & Scott Truex – **motion & decision requested**

9:45 J. ADJOURNMENT OF REGULAR MEETING

**Next Meeting** – November 5, 2021 at 8:00 a.m. at 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  
August 13, 2001

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

A. INTRODUCTION

Board members in attendance: Janet Farmer, Boe Freeburn, Elizabeth Smith, Jim Miles, Jim Schmidt

Absent: Roland Mason, Chris Haver & Steve Morris

Also present: Scott Truex, Leia Morrison, Kent Myers, Rick Lamport and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF PREVIOUS MEETING MINUTES

- 1) Approval of the June 11, 2021 regular meeting minutes
- 2) Approval of the July 9, 2021 special meeting minutes

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

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

G. NEW BUSINESS

- 1) Accept modifications to the winter 2021-2022 commuter bus schedule in order to meet operational needs

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

REGULAR AGENDA

F. OLD BUSINESS

3) Airport update - Rick Lamport

The site work for the parking lot is expected to be completed by September (this will be  $\frac{2}{3}$  of the final parking plan). Rick updated the group that there have been some substandard foundations discovered during construction which have delayed progress slightly. The ground services equipment building (located on the west side of the property) is coming along. The airport, when complete, will be exporting energy out of the building.

4) Tourism Association Report - Scott Truex reported for John Norton

John will be speaking with Erik Austin of Vail this week about what winter markets to target for the DEN program in 2021/2022.

5) Bus service update – Scott Truex

A marketing effort, in conjunction with Mountain Express will be initiated this fall in order to try get ridership back up in the valley, more info on this to come. Our new bus has arrived and several board members as well as staff will be heading to see it after the meeting.

Scott and Leia have a meeting later today regarding possible Bustang expanded service starting in Crested Butte as early as this fall. The bus will still leave in Gunnison at the same time. Jim Schmidt pointed out that in the winter months, the county does not begin plowing operations until 6:00 am so that could be problematic for an early morning bus.

6) Air Command report – Scott Truex

All major air command topics will be discussed further at this meeting. The United contract for Houston – Gunnison service has been fully executed and they will be running daily from December 16 - late March.

7) 2021 summer air service discussion – Kent Myers

The Denver service is performing very well and is ahead year over year by 37%. The Houston flight is not as impressive as 2019 but will exceed 2018 numbers. The weight restriction on outbound flights (especially mid-day) has been a problem this summer.

United Airlines has dramatically transformed DIA with the addition of gates and we will continue to experience better connections because of this.

8) 2021-22 winter air service – Kent Myers

Kent reported that every market that we flying out of will have more available seats. He also reminded those in attendance that Dallas has the ability to adjust the aircraft based upon demand (something they did last winter season which proved favorable to GUC). Comparing seats available year over year, we will have about 50% more available seats.

2022 Summer air service

Kent reported that he is hopeful that American Airlines will be flying out of DFW although pilot shortages and aircraft shortages have been reported.

Boe Freeburn conveyed that he is concerned about the shortage in workers with all of these people visiting the valley. Liz Smith asked if these high load factors and booking numbers are reflective of a temporary bump (as people are making up for “lost time” or a more permanent one. Kent Myers said that we are looking at a growing trend of more full-time residents moving to the valley who frequently use air service for business.

Rick Lamport reported to the group that there is \$121,000,000 direct economic benefit to the Gunnison Valley Community via air service

9) Whetstone Industrial Park Bus Storage Facility Construction – Scott Truex & Leia Morrison  
The project is on schedule and is forecast to be complete next fall. There will be a NEPA analysis performed and the cost of this service will be split with Mountain Express. There is a topographical survey being performed this week.

10) Purchase of deed restricted housing at the Lazy K in Gunnison – Scott Truex & Leia Morrison  
The contract has been signed and September 5th, 2021 is the proposed start date for this project. This project is currently scheduled to be completed in early November, 2022.

#### G. PUBLIC COMMENT PERIOD

An audience member asked what the drawback of not filling in the seats this winter would mean for our air program. Kent Myers responded that this winter is our opportunity to take this to another level and that DFW year-round service is a goal.

#### H. COMMENTS FROM BOARD MEMBERS & STAFF

Scott Truex reported that in response to the School District’s need for school bus drivers, Scott will be attending a meeting this week. He will be reporting to the school district that the RTA continues to welcome anyone (including students) to ride the bus but that we cannot guarantee seats available if the bus is at capacity. The 8:10 bus from CB South may be able to drop students off at the new Center for the Arts bus stop.

Scott Truex reported that we are still waiting to hear about the possible federal earmark funds which would mean funding for up to two more buses for the RTA.

The senior program minivan has been purchased.

Scott and Leia will be performing a facility assessment on the Gunnison maintenance facility according to a CDOT regulations requirement.

The cost of CNG fuel is significantly more expensive. The rebate that the RTA has been receiving was actually supposed to be going to the County since they installed the facility.

Scott reported that sales tax revenue is substantially over what was budgeted (around \$1,000,000) for the first six months of the year.

## NEW BUSINESS

2) Acceptance of the 2020 Audit of the financial statements of the Gunnison Valley Transportation Authority – Scott Truex. Scott reported that this was thorough and informative process and no issues were found. Jim Miles moved and Jim Schmidt seconded ***a motion to accept the 2020 Audit of the financial statements of the Gunnison Valley Transportation Authority.*** The motion passed unanimously.

3) Renewal of a contract with Airplanners, LLC to provide air service consulting in 2022 and 2023 – discussion – Kent Myers

The current contract with Airplanners, LLC is for \$6,000 per month and Kent Myers is asking the board to consider conditional an increase as well as bonuses or incentives. Kent and Bill feel that they have the capacity and know-how to move beyond their current scope of work. They have already begun to do so with projects such as the new nav-guidance system that could potentially improve safety and reliability at GUC. This was something that they researched and brought to Rick Lamport without any financial compensation. In the future they would like the board to consider the addition of potential bonus opportunities such as this written into their contract. Their current contract runs until the end of 2021.

Liz Smith asked if other air planners/ industry expert consultants have incentives such as this written into their contracts so that the board has something to compare to. Kent Myers stated that he was not aware of any such contract but that he would do some more research and return to the board with information.

Janet Farmer asked the board if they were open to a draft proposal from Airplanners, LLC at next month's meeting and all agreed to review it next month.

4) Request for funding of CB late night taxi – Scott Truex

Scott has received a request for funding from the Crested Butte late night taxi service. He pointed out that although the request is small this action could potential set precedent and that other organizations would then be coming to the RTA for funding that is outside of our mission.

Liz Smith agreed that because this request falls outside of the mission of the RTA that it should not be considered. Jim Schmidt moved that the RTA help fund the Crested Butte late night bus service for \$2,000. Motion died for lack of a second.

#### 5) GVRTA Initial 2022 Draft Budget and 2022 Budget Assumptions – Scott Truex

Scott asked the board if there were any assumptions that they disagreed with or if the board felt any additions needed to be made. He pointed out that the Lazy K purchase is currently in the 2022 budget and that this may change as we may be asked to provide some funding in 2021. The winter air service contracts with American have verbal agreements but we do not have a signed contract as of today. The board did not make any changes and or additions to the proposed budget.

#### ADJOURNMENT OF REGULAR MEETING

The meeting was adjourned at 9:54 a.m.





## July, 2021 - Financial Report:


This report was prepared for the GVRTA Board of Directors on September 9, 2021 with information provided by the County Finance Department and shows posted revenues through July, 2021 and expenditures through July, 2021.

### Sales Tax Revenues:




<b>Gunnison Valley Transportation Authority</b> <b>Sales Tax Revenues</b>									
Month	2018	2019	2020	Budget 2021	Actual 2021	% vs Budget	% Change 20-21	Projected 2021	
Jan	\$ 249,593	\$ 268,551	\$ 313,013	\$ 228,268	\$ 365,491.06	60.1%	16.8%	\$	\$ 365,491
Feb	\$ 232,924	\$ 260,830	\$ 315,712	\$ 221,706	\$ 392,187.30	76.9%	24.2%	\$	\$ 392,187
Mar	\$ 275,787	\$ 288,248	\$ 245,671	\$ 245,011	\$ 460,732.66	88.0%	87.5%	\$	\$ 460,733
April	\$ 192,282	\$ 209,259	\$ 205,492	\$ 177,870	\$ 310,226.94	74.4%	51.0%	\$	\$ 310,227
May	\$ 222,436	\$ 226,656	\$ 233,927	\$ 192,658	\$ 347,074.09	80.2%	48.4%	\$	\$ 347,074
June	\$ 342,874	\$ 356,093	\$ 373,164	\$ 302,679	\$ 539,591.08	78.3%	44.6%	\$	\$ 539,591
July	\$ 449,769	\$ 496,362	\$ 509,375	\$ 421,908	\$ 635,019.59	50.5%	24.7%	\$	\$ 635,020
Aug	\$ 379,326	\$ 433,103	\$ 464,055	\$ 368,138				\$	\$ 464,055
Sept	\$ 468,970	\$ 385,137	\$ 472,333	\$ 327,366				\$	\$ 472,333
Oct	\$ 241,205	\$ 295,453	\$ 364,890	\$ 251,135				\$	\$ 364,890
Nov	\$ 193,550	\$ 249,916	\$ 296,457	\$ 212,429				\$	\$ 296,457
Dec	\$ 308,627	\$ 386,581	\$ 426,868	\$ 328,594				\$	\$ 426,868
<b>Year-to-date</b>	<b>\$ 1,965,665</b>	<b>\$ 2,105,999</b>	<b>\$ 2,196,354</b>	<b>\$ 1,790,099</b>	<b>\$ 3,050,322.72</b>	<b>70.4%</b>	<b>38.9%</b>		
<b>Full Year</b>	<b>\$ 3,557,343</b>	<b>\$ 3,856,189</b>	<b>\$ 4,220,957</b>	<b>\$ 3,277,761</b>		<b>54.8%</b>	<b>20.2%</b>	<b>\$</b>	<b>\$ 5,074,926</b>

<b>Gunnison Valley Transportation Authority - General Fund</b> <b>Financial Report - July, 2021</b>				
	YTD Actual	2021 Adopted Budget	Revisions	2021 Projected
<b>Sales Tax Revenues</b> (Projected flat to 2020 for the remainder of the year)	\$ 3,050,322.72	\$ 3,277,761	\$ 1,797,165	\$ 5,074,926
<b>Sales Tax to General Fund</b>	\$ 3,050,322.72	\$ 1,871,761	\$ (52,835)	\$ 1,818,926
<b>Sales Tax to Capital Fund</b>	\$ -	\$ 150,000	\$ 1,850,000	\$ 2,000,000
<b>Sales Tax to Air Command Fund</b>	\$ -	\$ 950,000	\$ -	\$ 950,000
<b>Sales Tax to Senior Transportation Fund</b>	\$ -	\$ 306,000	\$ -	\$ 306,000
	<b>\$ 3,050,322.72</b>	<b>\$ 3,277,761</b>	<b>\$ 1,797,165</b>	<b>\$ 5,074,926</b>



## GVRTA Fund Reports:

<b>GVRTA General Fund</b>					
 <b>Financial Report - July, 2021</b>		<b>YTD</b>	<b>2021</b>		<b>2021</b>
		<b>Actual</b>	<b>Adopted</b>	<b>Revisions</b>	<b>Projected</b>
<b>Beginning Fund Balance</b>		<b>\$ 2,090,933</b>	<b>\$ 1,586,805</b>	<b>\$ 504,128</b>	<b>\$ 2,090,933</b>
<b>Revenues</b>					
<b>Sales Tax</b>		\$ 3,050,322.72	\$ 1,871,761	\$ (52,835)	\$ 1,818,926
<b>Sales Tax - Clerk</b>		\$ 16,933.36	\$ 16,500	\$ 11,000	\$ 27,500
<b>Interest Charges</b>		\$ 1,560.09	\$ 1,600	\$ 1,400	\$ 3,000
<b>Other Fines</b>		\$ 2,929.60	\$ 7,000	\$ (100)	\$ 6,900
<b>Rental Income</b>		\$ 15,400.00	\$ 26,400	\$ -	\$ 26,400
<b>Earnings on Investments</b>		\$ 3,165.00	\$ 40,000	\$ (27,000)	\$ 13,000
<b>CRRSAA FTA Stimulus Operating Grant</b>		\$ -	\$ -	\$ 897,944	\$ 897,944
<b>5311 A &amp; O FTA 5311 Admin. &amp; Operating Grant</b>		\$ 242,618.00	\$ 242,618	\$ -	\$ 242,618
<b>Total Revenues</b>		<b>\$ 3,332,928.77</b>	<b>\$ 2,205,879</b>	<b>\$ 830,409</b>	<b>\$ 3,036,288</b>
<b>Expenditures:</b>					
<b>Postage</b>		\$ -	\$ 100	\$ -	\$ 100
<b>Photocopies</b>		\$ -	\$ 100	\$ -	\$ 100
<b>Supplies &amp; Equipment Under \$4,000</b>		\$ 174.00	\$ 2,000	\$ -	\$ 2,000
<b>Building Repair and Maintenance</b>		\$ 600.00	\$ 20,000	\$ 7,000	\$ 27,000
<b>Travel - Transportation</b>		\$ 314.72	\$ 8,000	\$ (6,000)	\$ 2,000
<b>Travel - Meals</b>		\$ 439.52	\$ 6,000	\$ (3,000)	\$ 3,000
<b>Travel - Lodging</b>		\$ 823.62	\$ 6,000	\$ (3,000)	\$ 3,000
<b>Legal Services</b>		\$ 1,596.92	\$ 8,000	\$ (3,000)	\$ 5,000
<b>Contracted Temporary Help - Marcy &amp; RAE</b>		\$ 4,875.00	\$ 5,000	\$ 3,000	\$ 8,000
<b>Contract Svcs - Social Firekeeper, GPS, Bus Stops</b>		\$ 30,132.69	\$ 58,000	\$ -	\$ 58,000
<b>Management Services - TMS</b>		\$ 50,993.92	\$ 76,491	\$ -	\$ 76,491
<b>Meetings - Registrations</b>		\$ 750.00	\$ 1,000	\$ (250)	\$ 750
<b>State Fees</b>		\$ 12,022.60	\$ 28,500	\$ 3,500	\$ 32,000
<b>Treasurer's Fees</b>		\$ 26,098.93	\$ 39,000	\$ 8,000	\$ 47,000
<b>Advertising, Notices, Public Outreach &amp; Website</b>		\$ 6,341.76	\$ 20,000	\$ (4,000)	\$ 16,000
<b>Dues &amp; Memberships</b>		\$ 5,944.22	\$ 14,000	\$ (4,000)	\$ 10,000
<b>Auditing</b>		\$ 7,400.00	\$ 7,500	\$ (100)	\$ 7,400
<b>Insurance &amp; Bonds</b>		\$ 9,315.33	\$ 12,500	\$ (3,185)	\$ 9,315
<b>Investment Commissions/Fees</b>		\$ -	\$ 50	\$ -	\$ 50
<b>Transfer to County General Fund</b>		\$ 6,620.81	\$ 11,350	\$ -	\$ 11,350
<b>5311 - A Management Services - TMS</b>		\$ 50,993.92	\$ 76,491	\$ -	\$ 76,491
<b>5311 - O Diesel Fuel</b>		\$ 43,161.52	\$ 42,000	\$ 36,000	\$ 78,000
<b>5311 - O CNG Fuel</b>		\$ 99,014.33	\$ 129,000	\$ 61,000	\$ 190,000
<b>5311 - O Repair &amp; Maintenance - Vehicles</b>		\$ 152,960.17	\$ 185,000	\$ 85,000	\$ 270,000
<b>5311 - O Purchased Transportation Services</b>		\$ 900,652.40	\$ 1,372,000	\$ 303,000	\$ 1,675,000
<b>Total Expenditures</b>		<b>\$ 1,411,226.38</b>	<b>\$ 2,128,082</b>	<b>\$ 479,965</b>	<b>\$ 2,608,047</b>
<b>Ending General Fund Balance</b>		<b>\$ 4,012,635</b>	<b>\$ 1,664,602</b>	<b>\$ 854,573</b>	<b>\$ 2,519,175</b>
Report shows posted revenues through July and expenditures through July					
Report prepared by Scott Truex with information from the County Finance department on September 9, 2021.					

## GVRTA Fund Reports:

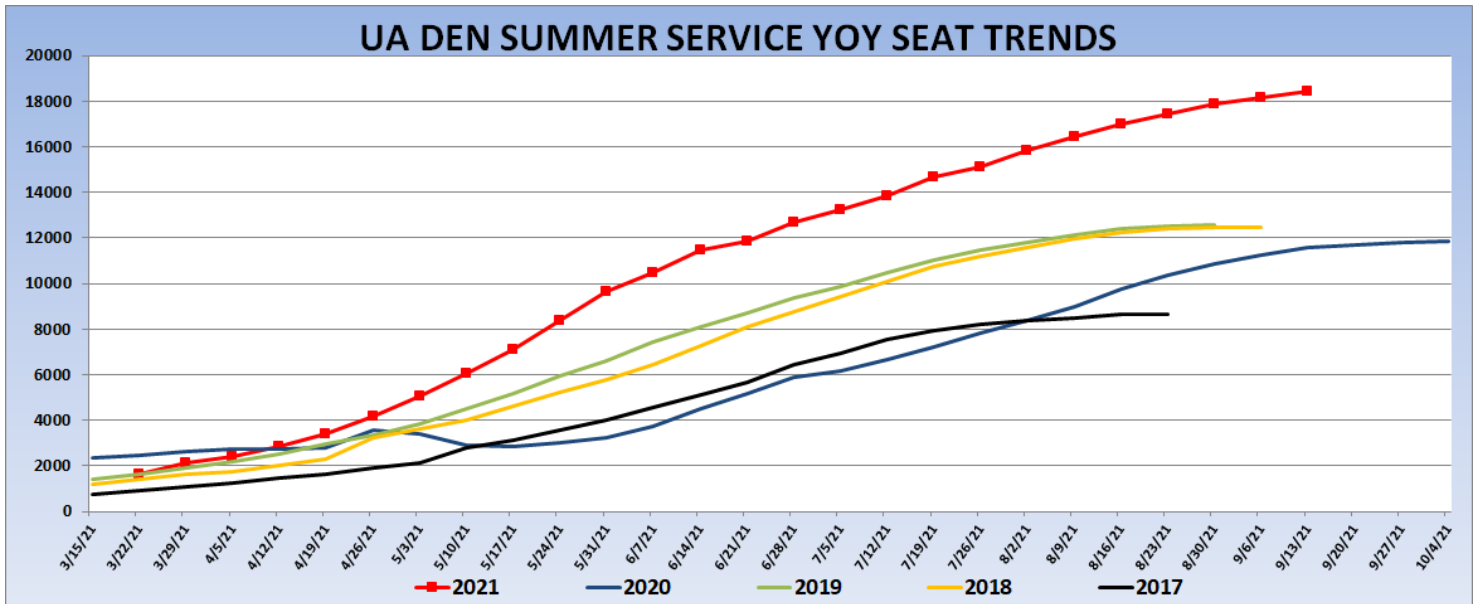
 <b>GVRTA Capital Reserve Fund</b> Financial Report - July, 2021		YTD Actual	2021 Adopted Budget	Revisions	2021 Projected
<b>Beginning Fund Balance</b>		\$ 169,725	\$ 168,872	\$ 853	\$ 169,725
<b>Revenues:</b>					
<b>Funds from RTA General Fund</b>		\$ -	\$ 150,000	\$ 1,850,000	\$ 2,000,000
SB 267 <b>State Captial Grant (facility)</b>		\$ -	\$ -	\$ 170,000	\$ 170,000
5339/FASTER - C <b>State FASTER Captial Grant (bus)</b>		\$ -	\$ 604,800	\$ (852)	\$ 603,948
<b>Total Revenues</b>		\$ -	\$ 754,800	\$ 2,019,148	\$ 2,773,948
<b>Expenditures:</b>					
5339/FASTER - C <b>Bus Purchase</b>		\$ -	\$ 757,000	\$ (2,065)	\$ 754,935
SB 267 <b>Facility Design and Construction</b>		\$ -	\$ -	\$ 170,000	\$ 170,000
<b>Housing Purchase</b>		\$ -	\$ -	\$ 1,768,790	\$ 1,768,790
<b>Capital Improvements</b>		\$ -	\$ -	\$ -	\$ -
<b>Total Expenditures</b>		\$ -	\$ 757,000	\$ 1,936,725	\$ 2,693,725
<b>Ending Fund Balance</b>		\$ 169,725	\$ 166,672	\$ 83,276	\$ 249,948
Report shows posted revenues through July and expenditures through July					
Report prepared by Scott Truex with information from the County Finance department on September 9, 2021.					
 <b>GVRTA Air Command Fund</b> Financial Report - July, 2021		YTD Actual	2021 Adopted Budget	Revisions	2021 Projected
<b>Beginning Fund Balance</b>		\$ 1,952,713	\$ 1,951,608	\$ 1,105	\$ 1,952,713
<b>Revenues:</b>					
<b>Funds from RTA General Fund</b>		\$ -	\$ 950,000	\$ -	\$ 950,000
<b>Total Revenues</b>		\$ -	\$ 950,000	\$ -	\$ 950,000
<b>Expenditures:</b>					
<b>Airline Guarantees - Winter 20-21</b>		\$ 300,000.00	\$ 604,303	\$ (304,303)	\$ 300,000
<b>Professional Services -Airplanners</b>		\$ 58,000.00	\$ 78,000	\$ 9,000	\$ 87,000
<b>Contract with Airport for Airline Mechanic</b>		\$ -	\$ 24,000	\$ 6,000	\$ 30,000
<b>Airline Guarantees - Summer</b>		\$ -	\$ 250,000	\$ (150,000)	\$ 100,000
<b>Total Expenditures</b>		\$ 358,000.00	\$ 956,303	\$ (439,303)	\$ 517,000
<b>Ending Fund Balance</b>		\$ 1,594,713	\$ 1,945,305	\$ 440,408	\$ 2,385,713
Report shows posted revenues through July and expenditures through July					
Report prepared by Scott Truex with information from the County Finance department on September 9, 2021.					
 <b>GVRTA Senior Transportation Fund</b> Financial Report - July, 2021		YTD Actual	2021 Adopted Budget	Revisions	2021 Projected
<b>Beginning Fund Balance</b>		\$ 330,886	\$ 320,255	\$ 10,631	\$ 330,886
<b>Revenues:</b>					
<b>Funds from RTA General Fund</b>		\$ -	\$ 306,000	\$ -	\$ 306,000
<b>Total Revenues</b>		\$ -	\$ 306,000	\$ -	\$ 306,000
<b>Expenditures:</b>					
<b>Capital Expenses</b>		\$ 38,062.74	\$ 65,000	\$ (24,500)	\$ 40,500
<b>Contracted Services</b>		\$ 146,827.82	\$ 294,000	\$ (28,000)	\$ 266,000
<b>Total Expenditures</b>		\$ 184,890.56	\$ 359,000	\$ (52,500)	\$ 306,500
<b>Ending Fund Balance</b>		\$ 145,995	\$ 267,255	\$ 63,131	\$ 330,386
Report shows posted revenues through July and expenditures through July					
Report prepared by Scott Truex with information from the County Finance department on September 9, 2021.					

## Summary of all Funds

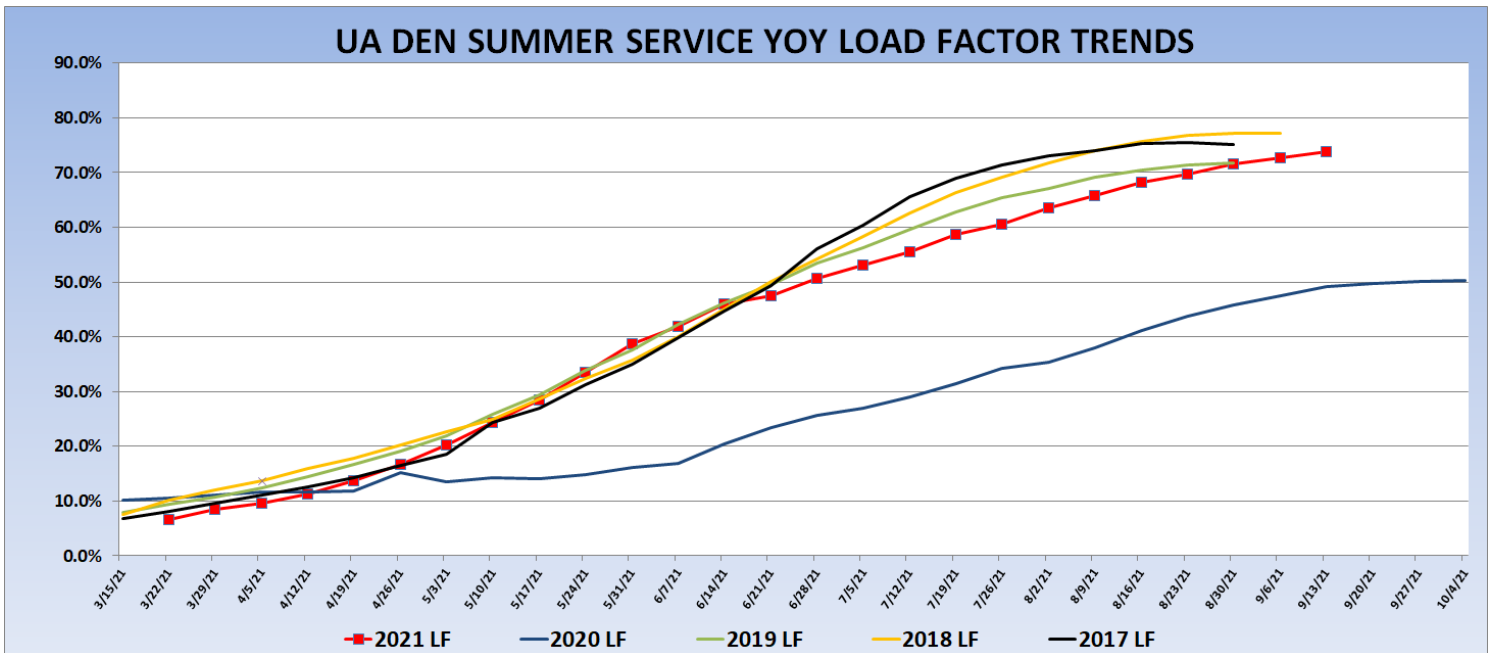
<b>GVRTA Total Revenues and Expenditures</b>  Financial Report - July, 2021		YTD Actual	2021 Adopted Budget	Revisions	2021 Projected	
<b>Beginning Fund Balance</b>		\$ 4,544,257	\$ 4,027,540	\$ 516,717	\$ 4,544,257	
<b>Revenues:</b>		\$ 3,332,929	\$ 4,216,679	\$ 2,849,557	\$ 7,066,236	
<b>Expenditures:</b>		\$ 1,954,117	\$ 4,200,385	\$ 1,924,887	\$ 6,125,272	
<b>Ending Fund Balance</b>		\$ 5,923,069	\$ 4,043,834	\$ 1,441,388	\$ 5,485,222	
Report shows posted revenues through July and expenditures through July						
Report prepared by Scott Truex with information from the County Finance department on September 9, 2021.						
<b>GVRTA Summary of all Funds</b>  Financial Report - July, 2021		2021 Actual Beginning Balance	YTD Current Balances	2021 Budgeted Ending Balance	Revisions	2021 Projected Ending Balance
<b>Fund Balances</b>						
<b>Unrestricted General Fund Balance</b>		\$ 2,090,933	\$ 4,012,635	\$ 1,664,602	\$ 854,573	\$ 2,519,175
<b>Capital Reserve Fund Balance</b>		\$ 169,725	\$ 169,725	\$ 166,672	\$ 83,276	\$ 249,948
<b>Air Command Fund Balance</b>		\$ 1,952,713	\$ 1,594,713	\$ 1,945,305	\$ 440,408	\$ 2,385,713
<b>Senior Transportation Fund Balance</b>		\$ 330,886	\$ 145,995	\$ 267,255	\$ 63,131	\$ 330,386
<b>Total Fund Balance</b>		\$ 4,544,257	\$ 5,923,069	\$ 4,043,834	\$ 1,441,388	\$ 5,485,222
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## Air Program Reports – Summer, 2021 as of 9/13/2021:

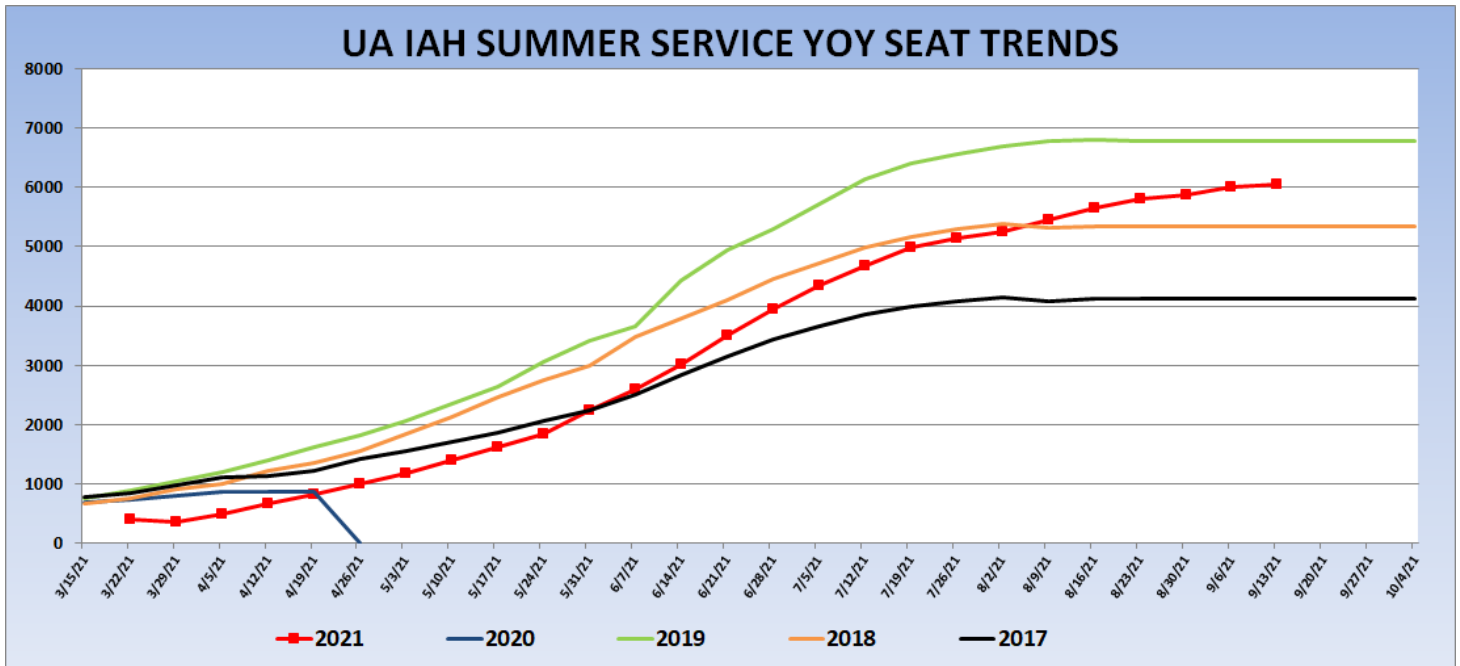
### DEN – Total Seats Sold vs last four years:



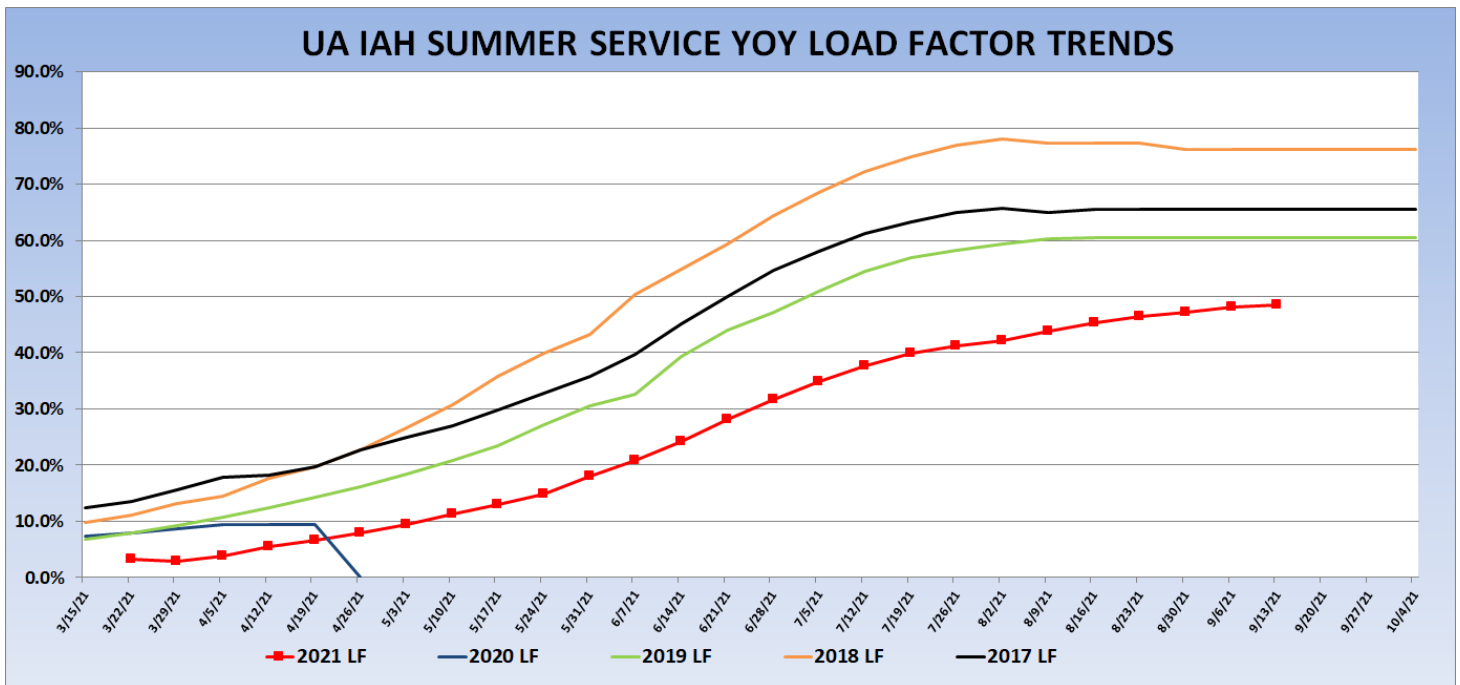
### DEN – Total Load Factor vs last four years:



### IAH – Total Seats Sold vs last four years:



### IAH – Total Load Factor vs last four years:



## Bus program reports – August, 2021

### Bus Ridership Report – August, 2021:

Ridership on the RTA Gunnison - Crested Butte Route 2021								2021 Overcrowding		2020			YOY	
Month	Riders	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders Refused Boarding	Times Riders Refused	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	19,104	1,729	1,832	56,759	31	11.0	616.3	193	33	31,860	18.4	1,027.7	(12,756)	-40.0%
February	18,052	1,572	1,739	51,701	28	11.5	644.7	141	19	30,132	18.6	1,039.0	(12,080)	-40.1%
March	18,660	1,734	1,836	56,892	31	10.8	601.9	48	10	14,080	10.5	454.2	4,580	32.5%
April	8,899	1,158	1,264	38,747	30	7.7	296.6	50	3	1,230	1.6	41.0	7,669	623.5%
May	8,175	1,115	1,216	36,997	31	7.3	263.7	-	-	2,182	2.7	70.4	5,993	274.7%
June	11,602	1,078	1,188	36,091	30	10.8	386.7	3	1	5,311	6.8	177.0	6,291	118.5%
July	14,309	1,115	1,303	36,927	31	12.8	461.6	12	2	7,363	9.1	237.5	6,946	94.3%
August	13,154	1,120	1,225	36,861	31	11.7	424.3	2	1	7,622	9.5	245.9	5,532	72.6%
September														
October														
November														
December														
<b>Total</b>	<b>111,955</b>	<b>10,621</b>	<b>11,603</b>	<b>350,975</b>	<b>243</b>	<b>10.5</b>	<b>460.7</b>	<b>449</b>	<b>69</b>	<b>99,780</b>	<b>7.7</b>	<b>410.6</b>	<b>12,175</b>	<b>12.2%</b>

Ridership on the RTA Gunnison - Crested Butte Route 2021								Pre-COVID 2019			YOY	
Month	Riders	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	19,104	1,729	1,832	56,759	31	11.0	616.3	32,293	20.8	1,041.7	(13,189)	-40.8%
February	18,052	1,572	1,739	51,701	28	11.5	644.7	29,165	21.0	1,041.6	(11,113)	-38.1%
March	18,660	1,734	1,836	56,892	31	10.8	601.9	29,313	19.1	945.6	(10,653)	-36.3%
April	8,899	1,158	1,264	38,747	30	7.7	296.6	11,657	12.4	388.6	(2,758)	-23.7%
May	8,175	1,115	1,216	36,997	31	7.3	263.7	9,411	11.7	303.6	(1,236)	-13.1%
June	11,602	1,078	1,188	36,091	30	10.8	386.7	13,779	17.7	459.3	(2,177)	-15.8%
July	14,309	1,115	1,303	36,927	31	12.8	461.6	18,006	22.4	580.8	(3,697)	-20.5%
August	13,154	1,120	1,225	36,861	31	11.7	424.3	16,040	20.0	517.4	(2,886)	-18.0%
September												
October												
November												
December												
<b>Total</b>	<b>111,955</b>	<b>10,621</b>	<b>11,603</b>	<b>350,975</b>	<b>243</b>	<b>10.5</b>	<b>460.7</b>	<b>159,664</b>	<b>12.4</b>	<b>657.1</b>	<b>(47,709)</b>	<b>-29.9%</b>

### Passengers by Stop – Spring, Summer, & Fall, 2021:

2020-2021 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																		
Month	# of days	Gunnison Community Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	Riverland	Brush Creek	Riverbend	CB 4-Way	Total Northbound Passengers
April	26	370	416	459	298	270	488	274	136	48	86	267	149	39	31	88	58	3,328
May	31	382	589	415	443	293	627	401	156	91	79	487	244	38	36	72	117	4,226
June	30	753	800	567	543	373	757	638	321	93	107	795	317	57	86	119	87	6,096
July	31	974	831	734	638	427	919	775	511	119	130	1,091	377	65	63	136	260	7,673
August	31	880	827	590	597	449	891	725	291	86	105	1,108	301	42	72	135	150	6,948
<b>Total</b>	<b>149</b>	<b>3,359</b>	<b>3,463</b>	<b>2,765</b>	<b>2,519</b>	<b>1,812</b>	<b>3,682</b>	<b>2,813</b>	<b>1,415</b>	<b>437</b>	<b>507</b>	<b>3,748</b>	<b>1,388</b>	<b>241</b>	<b>288</b>	<b>550</b>	<b>672</b>	<b>28,271</b>

2020-2021 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	26	667	1,504	51	56	58	175	301	160	5	326	88	3,090	
May	31	740	2,048	71	78	80	301	534	148	14	371	98	3,949	
June	30	1,240	3,044	78	83	120	360	805	122	10	326	123	5,506	
July	31	1,667	3,595	75	103	157	455	969	110	22	304	148	6,636	
August	31	1,446	3,467	79	89	112	391	827	78	24	366	154	6,206	
<b>Total</b>	<b>149</b>	<b>5,760</b>	<b>13,658</b>	<b>354</b>	<b>409</b>	<b>527</b>	<b>1,682</b>	<b>3,436</b>	<b>618</b>	<b>75</b>	<b>1,693</b>	<b>611</b>	<b>25,387</b>	

## Passenger Boardings by Time – Spring, Summer, & Fall, 2021:

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2021									
Northbound									
	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:30 AM	123	173	394	567	467				1,724
7:00 AM	224	387	528	693	780				2,612
7:30 AM	225	345	638	886	747				2,841
8:00 AM	219	239	311	421	403				1,593
8:35 AM	158	178	366	487	432				1,621
9:35 AM	219	266	434	561	443				1,923
10:40 AM	182	264	403	375	374				1,598
12:00 PM	184	226	342	355	347				1,454
1:05 PM	162	195	330	364	338				1,389
2:05 PM	255	300	459	467	434				1,915
3:30 PM	213	257	349	421	385				1,625
4:05 PM	234	286	344	439	435				1,738
5:05 PM	231	297	349	388	372				1,637
6:05 PM	227	256	262	322	302				1,369
7:05 PM	135	199	208	314	232				1,088
8:05 PM	173	154	166	253	218				964
9:10 PM	61	104	106	159	113				543
10:10 PM	103	100	107	201	126				637
<b>Total</b>	<b>3,328</b>	<b>4,226</b>	<b>6,096</b>	<b>7,673</b>	<b>6,948</b>				<b>28,271</b>
Southbound									
	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:30 AM	160	203	218	229	214				1,024
7:00 AM	184	203	218	193	202				1,000
7:30 AM	61	70	64	66	91				352
8:00 AM	104	120	141	141	133				639
8:35 AM	133	134	157	192	227				843
9:35 AM	140	174	238	253	271				1,076
10:40 AM	185	171	227	260	266				1,109
12:00 PM	182	173	233	262	239				1,089
1:05 PM	260	288	418	436	488				1,890
2:05 PM	458	705	849	920	868				3,800
3:30 PM	175	264	292	330	326				1,387
4:05 PM	221	282	608	725	595				2,431
5:05 PM	200	250	369	518	440				1,777
6:05 PM	141	200	219	298	266				1,124
7:05 PM	118	176	216	330	297				1,137
8:05 PM	140	194	278	392	457				1,461
9:10 PM	91	154	357	565	453				1,620
10:10 PM	137	188	404	526	373				1,628
<b>Total</b>	<b>3,090</b>	<b>3,949</b>	<b>5,506</b>	<b>6,636</b>	<b>6,206</b>				<b>25,387</b>
<b>Overall Total</b>	<b>6,418</b>	<b>8,175</b>	<b>11,602</b>	<b>14,309</b>	<b>13,154</b>				<b>53,658</b>

Average Riders per Bus - Spring, Summer, Fall, 2021									
Northbound									
	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:30 AM	4.7	5.6	12.7	18.3	15.1				11.5
7:00 AM	8.6	12.5	17.0	22.4	25.2				17.4
7:30 AM	8.7	11.1	20.6	28.6	24.1				18.9
8:00 AM	8.4	7.7	10.0	13.6	13.0				10.6
8:35 AM	6.1	5.7	11.8	15.7	13.9				10.8
9:35 AM	8.4	8.6	14.0	18.1	14.3				12.8
10:40 AM	7.0	8.5	13.0	12.1	12.1				10.7
12:00 PM	7.1	7.3	11.0	11.5	11.2				9.7
1:05 PM	6.2	6.3	10.6	11.7	10.9				9.3
2:05 PM	9.8	9.7	14.8	15.1	14.0				12.8
3:30 PM	8.2	8.3	11.3	13.6	12.4				10.8
4:05 PM	9.0	9.2	11.1	14.2	14.0				11.6
5:05 PM	8.9	9.6	11.3	12.5	12.0				10.9
6:05 PM	8.7	8.3	8.5	10.4	9.7				9.1
7:05 PM	5.2	6.4	6.7	10.1	7.5				7.3
8:05 PM	6.7	5.0	5.4	8.2	7.0				6.4
9:10 PM	2.3	3.4	3.4	5.1	3.6				3.6
10:10 PM	4.0	3.2	3.5	6.5	4.1				4.2
<b>Total</b>	<b>7.1</b>	<b>7.6</b>	<b>10.9</b>	<b>13.8</b>	<b>12.5</b>				<b>10.5</b>
Southbound									
	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:30 AM	6.2	6.5	7.0	7.4	6.9				6.8
7:00 AM	7.1	6.5	7.0	6.2	6.5				6.7
7:30 AM	2.3	2.3	2.1	2.1	2.9				2.3
8:00 AM	4.0	3.9	4.5	4.5	4.3				4.3
8:35 AM	5.1	4.3	5.1	6.2	7.3				5.6
9:35 AM	5.4	5.6	7.7	8.2	8.7				7.2
10:40 AM	7.1	5.5	7.3	8.4	8.6				7.4
12:00 PM	7.0	5.6	7.5	8.5	7.7				7.3
1:05 PM	10.0	9.3	13.5	14.1	15.7				12.6
2:05 PM	17.6	22.7	27.4	29.7	28.0				25.3
3:30 PM	6.7	8.5	9.4	10.6	10.5				9.2
4:05 PM	8.5	9.1	19.6	23.4	19.2				16.2
5:05 PM	7.7	8.1	11.9	16.7	14.2				11.8
6:05 PM	5.4	6.5	7.1	9.6	8.6				7.5
7:05 PM	4.5	5.7	7.0	10.6	9.6				7.6
8:05 PM	5.4	6.3	9.0	12.6	14.7				9.7
9:10 PM	3.5	5.0	11.5	18.2	14.6				10.8
10:10 PM	5.3	6.1	13.0	17.0	12.0				10.9
<b>Total</b>	<b>6.6</b>	<b>7.1</b>	<b>9.9</b>	<b>11.9</b>	<b>11.1</b>				<b>9.4</b>
<b>Overall Total</b>	<b>6.9</b>	<b>7.3</b>	<b>10.4</b>	<b>12.8</b>	<b>11.8</b>				<b>9.9</b>



## Spring, Summer, Fall - 2021 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	26	468	467	97.4%	99.1%	99.1%	0.0%	0.9%
May	31	558	557	96.6%	97.8%	97.8%	0.2%	2.0%
June	30	540	539	96.8%	98.5%	98.7%	0.0%	1.3%
July	31	558	558	95.2%	99.5%	99.5%	0.0%	0.5%
August	31	558	555	95.9%	97.3%	97.8%	0.0%	2.2%
September								
October								
November								
<b>Total</b>	<b>149</b>	<b>2,682</b>	<b>2,676</b>	<b>96.3%</b>	<b>98.4%</b>	<b>98.6%</b>	<b>0.0%</b>	<b>1.4%</b>

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	26	468	467	97.9%	97.9%	97.9%	0.0%	2.1%
May*	31	558	558	88.7%	89.4%	89.4%	0.2%	10.4%
June	30	540	539	96.7%	98.1%	98.1%	0.0%	1.9%
July	31	558	557	96.8%	99.1%	99.3%	0.0%	0.7%
August	31	558	565	97.2%	98.6%	98.8%	0.0%	1.2%
September								
October								
November								
<b>Total</b>	<b>149</b>	<b>2,682</b>	<b>2,686</b>	<b>95.3%</b>	<b>96.6%</b>	<b>96.6%</b>	<b>0.0%</b>	<b>3.3%</b>
<b>Average:</b>				<b>95.8%</b>	<b>97.5%</b>	<b>97.6%</b>	<b>0.0%</b>	<b>2.3%</b>

\*A detour in Gunnison caused about 10% of northbound trips in May not to be tracked.

### Complaints, Late/Missed Runs & Incidents – August

8/1/21-8/31/21					
Date	Complaint	Late run	Missed Runs	Reason	Incidents
11-Aug				N/A	LEFT 2 PAX AT RIVERBEND-1 W BIKE WHO WANTED TO WAIT, 2ND PAX BECAME BELLIGERENT WHILE WAITING TO BOARD-DRVR REFUSED HIM SVC
12-Aug		E Shift starting 10:40 am 3 RT's		MT CB construction all runs on E shift@5-10 mins late	N/A
12-Aug		4:15 PM SB		construction MT CB @10 mins late	N/A
14-Aug		4:05 PM NB		bus chng Spencer	N/A
14-Aug		5:15 PM SB		earlier bus chng	N/A
14-Aug		6:05 PM NB		bus chng start of run	N/A
23-Aug	YES			bus left stop early	evening run-not sure which/regular customer/Pam emailed drivers
25-Aug		6:05 PM NB, 6:15 PM SB, 10:10 PM NB, 11:25 PM SB	6 TRIPS STARTING AT 7:05 PM NB, LAST MISSED TRIP WAS 9:20 PM SB	POLICE INCIDENT IN ALMONT @ 6:15 PM-12:30 AM??	POLICE INCIDENT IN ALMONT @ 6:30 PM-12:30 AM??

### 2021 Miles per Bus:

Miles per Bus - 2021	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	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507			
January	9,533	9,206	3,710	9,108	8,265	9,040	7,339		1,902	58,103	56,759
February	9,396	7,821	8,891	9,075	2,595	9,101	9,387		1,782	58,048	51,701
March	4,230	10,448	2,394	10,098	6,421	10,159	11,539		2,299	57,588	56,892
April	3,192	7,247	0	6,981	6,051	7,701	7,950		755	39,877	38,747
May	6,595	6,719	4,039	1,008	5,801	5,736	7,275		602	37,775	36,997
June	5,511	6,521	6,247	0	5,010	6,011	7,037		332	36,669	36,091
July	5,494	6,271	4,105	1,286	5,519	6,807	6,992		201	36,675	36,927
August	3,230	5,997	6,591	3,614	4,721	7,299	7,578		33	39,063	36,861
<b>Total</b>	<b>47,181</b>	<b>60,230</b>	<b>35,977</b>	<b>41,170</b>	<b>44,383</b>	<b>61,854</b>	<b>65,097</b>		<b>7,906</b>	<b>363,798</b>	<b>350,975</b>

### 2021 Repairs per Bus:

Repairs per Bus - 2021	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	Inventory Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507		
January	\$ 1,010	\$ 1,250	\$ 1,020	\$ -	\$ 646	\$ 309	\$ -		\$ 4,416	\$ 8,651
February	\$ -	\$ 2,854	\$ 820	\$ -	\$ 174	\$ 931	\$ 558		\$ 10,806	\$ 16,143
March	\$ 3,530	\$ 542	\$ 12,205	\$ 769	\$ 125	\$ 989	\$ 866		\$ 10,099	\$ 29,125
April	\$ 7,498	\$ 1,815	\$ 6,438	\$ 1,205	\$ 2,157	\$ 1,830	\$ 397		\$ 10,657	\$ 31,997
May	\$ 670	\$ 1,465	\$ 1,695	\$ 412	\$ 454	\$ 1,394	\$ 542		\$ 8,158	\$ 14,790
June	\$ 3,390	\$ 3,961	\$ 5,375	\$ 1,670	\$ 799	\$ 292	\$ 324		\$ 6,554	\$ 22,365
July	\$ 2,355	\$ 1,516	\$ 3,065	\$ 7,941	\$ 3,394	\$ 470	\$ 1,779		\$ 8,521	\$ 29,041
August	\$ 1,805	\$ 2,179	\$ 908	\$ 1,823	\$ 1,966	\$ 898	\$ 259		\$ 17,052	\$ 26,890
<b>Total</b>	<b>\$ 20,258</b>	<b>\$ 15,582</b>	<b>\$ 31,526</b>	<b>\$ 13,820</b>	<b>\$ 9,715</b>	<b>\$ 7,113</b>	<b>\$ 4,725</b>	<b>\$ -</b>	<b>\$ 76,263</b>	<b>\$ 179,002</b>

### Senior Reports – 2021:

Ridership on the RTA Funded Senior Services - 2021										
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices	
January	664	95	759	1,988	1,525	3,513	\$ 14,288	\$ 2,706	\$ 16,994	
February	725	101	826	2,606	1,972	4,578	\$ 16,652	\$ 3,797	\$ 20,449	
March	914	158	1,072	2,728	2,315	5,043	\$ 19,274	\$ 3,666	\$ 22,940	
April	949	113	1,062	2,927	1,866	4,793	\$ 19,535	\$ 4,085	\$ 23,620	
May	895	60	955	2,383	710	3,093	\$ 17,322	\$ 1,855	\$ 19,177	
June	989	95	1,084	3,038	2,071	5,109	\$ 18,616	\$ 3,574	\$ 22,190	
July	915	55	970	3,912	1,277	5,189	\$ 19,124	\$ 2,334	\$ 21,458	
August	715	136	851	3,009	2,211	5,220	\$ 17,362	\$ 2,983	\$ 20,345	
<b>Total</b>	<b>6,766</b>	<b>813</b>	<b>7,579</b>	<b>22,591</b>	<b>13,947</b>	<b>36,538</b>	<b>\$ 142,173</b>	<b>\$ 25,000</b>	<b>\$ 167,173</b>	

To the RTA board:

We would like to formally request a bus stop be added both northbound and southbound on highway 135 at mile marker 23, the entrance to the Hidden River/ East River community. We feel this is a reasonable request for a number of reasons.

The Hidden River and East River community has changed over the years, and there are now more families, homes, and full time residents. In the immediate location of mile marker 23, there are currently a total of 30 owned properties or homes that comprise the community that could ultimately make use of the bus stop as we grow and develop.

There are currently 7 full time school aged children. Second homeowners, and their children, frequently visit as well. Currently, it seems we are the only Crested Butte subdivision that does not have a stop between town and CB South. We are paying for the system but have very poor access to it. Many of us would like to utilize a bus stop and create a safe way for adults, our kids, their friends, visiting grandkids, and guests to access Crested Butte, Crested Butte South, the mountain, and Gunnison without the need to drive or be driven. We would like to have access to town for retail (shopping, dining, pharmacy), the mountain (for skiing, biking, hiking), Gunnison for medical visits and shopping, and the ability for our children to access these locations for school, sports, and social functions.

Currently, the restaurants are in a hiring crisis, and employing high school kids keeps them afloat. However, the working age kids in our community without a car have no way of getting home late at night and therefore can't be a part of the workforce.

There are no school buses running in Crested Butte, which means the only way our children can get to school is via an adult driving them (not always feasible). The RTA is filling in during this unpredictable situation, but we are unable to utilize the RTA system to get our kids to school. Even if CBCS figures out the busing situation, future school bus unreliability is definitely possible and will majorly impact the families with school aged children in this community. If CBCS buses do finally start running again, an RTA stop would create a much safer place for the current school bus flag stop at our location.

We would like to use our cars less and rely more on public transportation. Decreasing car trips to and from town and the mountain will allow us to decrease our contribution to greenhouse gases given the worsening climate change crisis we are facing. There is no alternative mode of travel, as the safe bike path does not start until Skyland, leaving no ability for north or south travel for us on this

path. It isn't safe to have children or adults riding their bikes on the highway shoulder, and it is only a matter of time before there is a bike/vehicle accident. Furthermore, parking has also become very difficult in town and on the mountain during the busier seasons.

We have children and their friends that would use the stop frequently to come and go, and currently there is no safe way for children to meet up without a parent having to drive them. This is not always feasible. For adults, we can't safely get home from town if we end up having too much to drink.

We understand the logistic and financial constraints this places on the RTA, but we feel this is now a much needed stop on the RTA line. There is already a school bus stop for our community with signage on both the northbound and southbound sides. The entrance to our community is already lit up with a lamppost. Furthermore, an RTA stop should not interfere with overall day to day bus flow, as the stop will not always be requested (if that is an option) and we are in direct line with the current route.

Regarding the likely number of users, the 7 full time kids will utilize the service. There are many adults who have expressed a desire to be able to travel via bus for their family and friends. There are currently multiple families living full time in our community and a total of 30 owned properties in the immediate vicinity of a future stop. While it may not be as large and busy as Skyland, we are a growing and active community. All of the families listed at the bottom of this letter have expressed a desire to utilize the RTA system for the various reasons listed.

We appreciate your consideration of this matter and hope for a decision in our favor.

Regards,

Ethan and Katie Mueller  
Gloria Beim and Erik Klemme  
Matt and Lacy Kaufmann  
Peter and Cathy Dea  
Jeff and Stephanie Stump  
Bart and Elizabetgh Scholwater  
Sharon and Bobby Floyd  
Julie and Jim Musselman  
Myrna and Chris Shonk  
Lynn and Grace Charuk  
Tanner and Valerie Mezel  
John Segal and Christy Schoedel

FOURTH AMENDMENT TO TRANSPORTATION SERVICE AGREEMENT  
DATED JUNE 8, 2018

THIS FOURTH AMENDMENT TO TRANSPORTATION SERVICE AGREEMENT (this "Fourth Amendment") is made and entered into this 24<sup>th</sup> day of September, 2021, by and between GUNNISON VALLEY TRANSPORTATION AUTHORITY ("RTA"), and AEX, INC. ("ALPINE"). This Fourth Amendment amends the Transportation Service Agreement between RTA and ALPINE dated June 8, 2018, as amended in writing by the Parties on December 7, 2018, June 6, 2019, and April 7, 2020 (together, the "Agreement").

1. Paragraph 5 of the Agreement is amended to remove the following sentence:

In addition to the scheduled passenger bus service described herein, ALPINE shall ensure that a Supervisor is available and on duty at least one hour before daily scheduled service begins, and through one hour after daily scheduled service ends, for each day of service.

And add the following:

In addition to the scheduled passenger bus service described herein, ALPINE shall ensure that a Supervisor is available and on duty in both Gunnison and the North end of the valley at least one hour before daily scheduled service begins, and through one hour after daily scheduled service ends, for each day of service. RTA shall pay an additional sum of \$7,166.67 commencing November 17, 2021, which amount shall adjust annually in accordance with CPI.

IN WITNESS WHEREOF, the parties have caused this Second Amendment to be signed by their duly authorized representatives as of the date first above written.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Janet R. Farmer, Chair

Attest:  
\_\_\_\_\_

AEX, INC., D/B/A ALPINE EXPRESS, A COLORADO CORPORATION

By: \_\_\_\_\_  
Garret Brafford, President

Attest:  
\_\_\_\_\_



## 2022 GVRTA

### Draft Budget – For Board Review 9/24/21:

The next pages comprise the 2022 GVRTA Draft Budget. This document will be revised over the next six weeks as more information becomes available and as input is received from the Board of Directors until the final adoption of the budget by the RTA Board of Directors on November 5<sup>th</sup>, 2021.

#### **2022 Budget Schedule:**

- The Draft 2022 budget for Board of Directors and public review on September 24<sup>th</sup>.
- The revised draft budget is submitted to the County Finance Department on September 27<sup>th</sup>.
- The RTA Board of Directors reviews, amends if necessary, and makes a Motion to Adopt the 2022 Final Budget on November 5<sup>th</sup>.
- The adopted Final Budget is submitted to the County Finance Department on November 8<sup>th</sup> for inclusion in the Gunnison County 2022 Budget.

#### **2022 Draft Budget Assumptions:**

- Sales tax revenues increase by 3% over current year projections.
- Air Command fund receives \$1,200,000 from sales tax revenues in 2022.
- Senior transportation receives \$400,000 from sales tax revenues in 2022.
- This draft includes a 36 round-trip winter bus schedule and an 18 round-trip spring, summer, and fall bus schedule.
- The entire cost of Lazy K Housing purchase (\$1,850,000) is allocated to 2021.
- Construction of the Whetstone bus storage facility is budgeted to be \$2,000,000.
- Winter air service contracts are known to be capped at \$740,380.
- Summer air service contracts are estimated to be capped at \$700,000.
- The SCASD Grant is set at \$200,000 to offset half of the Dallas summer air service.
- Total revenues are budgeted to be \$7,287,018.
- Total expenditures are budgeted not to exceed \$7,005,580.



## Gunnison Valley Transportation Authority (GVRTA) DRAFT 2022 Budget For Adoption by the Board of Directors November, 2021

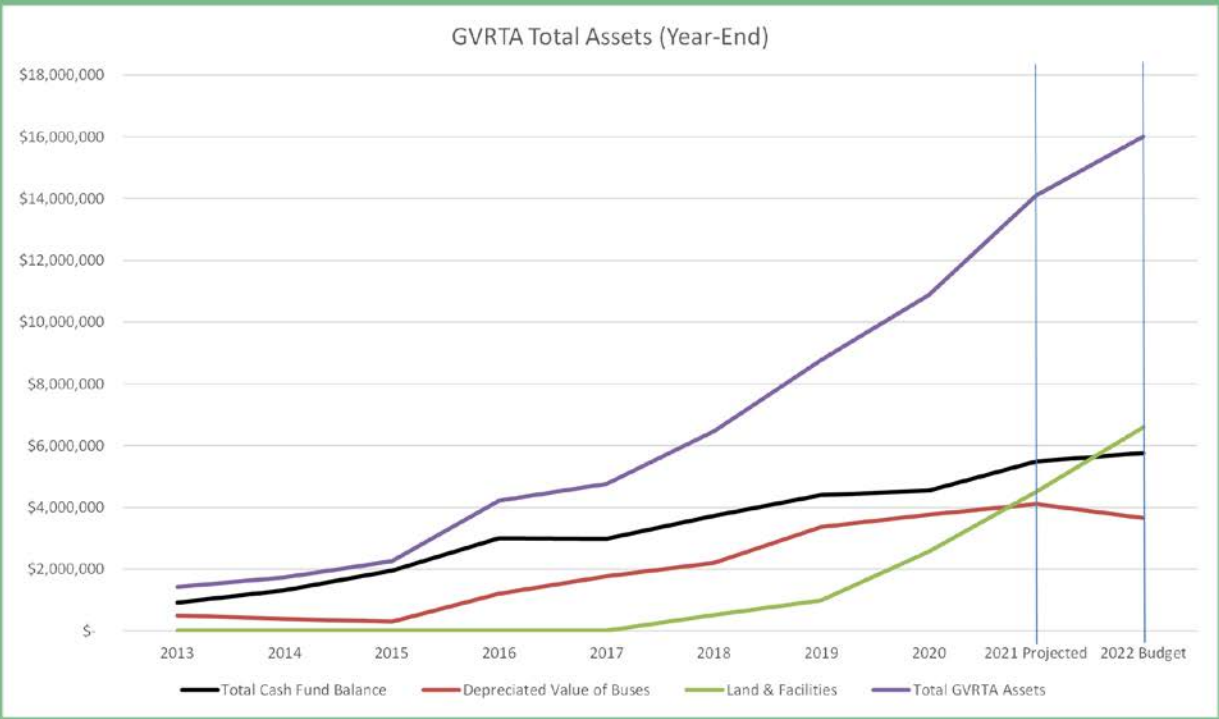
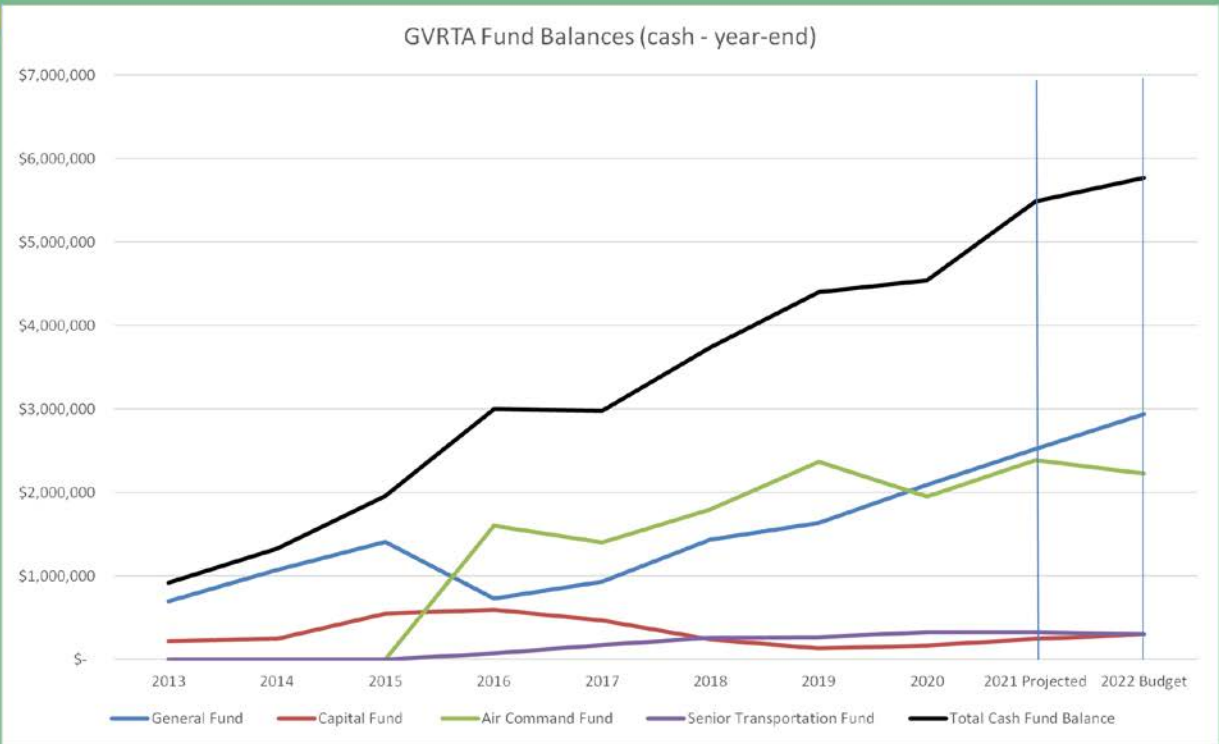
Gunnison Valley Transportation Authority 2022 Budget	2020 Actual	2021 Budget	2021 Projected	2022 Budget
<b>Sales Tax Revenues</b>	<b>\$ 4,220,957</b>	<b>\$ 3,277,761</b>	<b>\$ 5,074,926</b>	<b>\$ 5,228,000</b>
Sales Tax to General Fund	\$ 1,699,957	\$ 1,871,761	\$ 1,818,926	\$ 3,028,000
Sales Tax to Capital Fund	\$ 1,730,000	\$ 150,000	\$ 2,000,000	\$ 600,000
Sales Tax to Air Command Fund	\$ 500,000	\$ 950,000	\$ 950,000	\$ 1,200,000
Sales Tax to Senior Transportation Fund	\$ 291,000	\$ 306,000	\$ 306,000	\$ 400,000
	<b>\$ 4,220,957</b>	<b>\$ 3,277,761</b>	<b>\$ 5,074,926</b>	<b>\$ 5,228,000</b>
<b>GVRTA General Fund</b>				
2022 Budget	2020 Actual	2021 Budget	2021 Projected	2022 Budget
<b>Beginning General Fund Balance</b>	<b>\$ 1,634,481</b>	<b>\$ 1,586,805</b>	<b>\$ 2,090,933</b>	<b>\$ 2,519,175</b>
Revenues:				
Sales Tax	\$ 1,699,957	\$ 1,871,761	\$ 1,818,926	\$ 3,028,000
Sales Tax - Clerk	\$ 27,995	\$ 16,500	\$ 27,500	\$ 25,000
Interest Charges	\$ 3,942	\$ 1,600	\$ 3,000	\$ 3,000
Other Fines	\$ 6,832	\$ 7,000	\$ 6,900	\$ 7,000
Sale of Assets	\$ 834	\$ -	\$ -	\$ -
Rental Income	\$ 19,800	\$ 26,400	\$ 26,400	\$ 26,400
Earnings on Investments	\$ 62,188	\$ 40,000	\$ 13,000	\$ 25,000
FTA Stimulus Grants	\$ 414,433	\$ -	\$ 897,944	\$ -
5311 A & FTA 5311 Admin. & Operating Grants	\$ 233,190	\$ 242,618	\$ 242,618	\$ 242,618
<b>Total Revenues</b>	<b>\$ 2,469,171</b>	<b>\$ 2,205,879</b>	<b>\$ 3,036,288</b>	<b>\$ 3,357,018</b>
Expenditures:				
Postage	\$ 80	\$ 100	\$ 100	\$ 100
Photocopies	\$ 24	\$ 100	\$ 100	\$ 100
Equipment Under \$4,000	\$ 708	\$ 2,000	\$ 2,000	\$ 4,000
Building Repair and Maintenance	\$ 59,460	\$ 20,000	\$ 27,000	\$ 30,000
Travel - Transportation	\$ 488	\$ 8,000	\$ 2,000	\$ 8,000
Travel - Meals	\$ 44	\$ 6,000	\$ 3,000	\$ 6,000
Travel - Lodging	\$ 331	\$ 6,000	\$ 3,000	\$ 6,000
Legal Services	\$ 6,688	\$ 8,000	\$ 5,000	\$ 8,000
Contracted Temporary Help - Marcy & RAE	\$ 1,250	\$ 5,000	\$ 8,000	\$ 12,000
Contract Svcs - Social Firekeeper, Swiftly, Bus Stops	\$ 52,276	\$ 58,000	\$ 58,000	\$ 60,000
Management Services - Truex	\$ 74,263	\$ 76,491	\$ 76,491	\$ 79,550
Meetings - Registrations	\$ -	\$ 1,000	\$ 750	\$ 2,000
State Fees	\$ 27,656	\$ 28,500	\$ 32,000	\$ 34,000
Treasurer's Fees	\$ 43,371	\$ 39,000	\$ 47,000	\$ 50,000
Rental - Buildings & Land	\$ 12,261			
Advertising, Notices, Public Outreach & Website	\$ 6,910	\$ 20,000	\$ 16,000	\$ 20,000
Dues & Memberships	\$ 3,231	\$ 14,000	\$ 10,000	\$ 14,000
Auditing	\$ 7,260	\$ 7,500	\$ 7,400	\$ 7,600
Insurance & Bonds	\$ 10,696	\$ 12,500	\$ 9,315	\$ 11,500
Investment Commissions/Fees	\$ 310	\$ 50	\$ 50	\$ 100
Transfer to County General Fund	\$ 11,000	\$ 11,350	\$ 11,350	\$ 11,700
5311 - A Management Services - Truex	\$ 74,263	\$ 76,491	\$ 76,491	\$ 79,550
5311 - O Diesel Fuel	\$ 40,281	\$ 42,000	\$ 78,000	\$ 80,000
5311 - O CNG Fuel	\$ 141,606	\$ 129,000	\$ 190,000	\$ 225,000
5311 - O Repair & Maintenance - Vehicles	\$ 174,082	\$ 185,000	\$ 270,000	\$ 270,000
5311 - O Purchased Transportation Services	\$ 1,264,180	\$ 1,372,000	\$ 1,675,000	\$ 1,920,000
<b>Total Expenditures</b>	<b>\$ 2,012,719</b>	<b>\$ 2,128,082</b>	<b>\$ 2,608,047</b>	<b>\$ 2,939,200</b>
<b>Ending General Fund Balance</b>	<b>\$ 2,090,933</b>	<b>\$ 1,664,602</b>	<b>\$ 2,519,175</b>	<b>\$ 2,936,993</b>

<b>GVRTA Capital Reserve Fund 2022 Budget</b>	<b>2020 Actual</b>	<b>2021 Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>
<b>Beginning Fund Balance</b>	\$ 131,588	\$ 168,872	\$ 169,725	\$ 249,948
Revenues:				
5339 - C 5311/5399/FASTER/SB1/SB228Capital Grants	\$ 440,240	\$ 604,800	\$ 603,948	\$ -
SB-267 VW Settlement Funds Grant	\$ 183,700	\$ -	\$ -	\$ -
State SB267 Grant for Facility	\$ -	\$ -	\$ 170,000	\$ 1,530,000
Funds from RTA General Fund	\$ 1,730,000	\$ 150,000	\$ 2,000,000	\$ 600,000
<b>Capital Fund Revenues</b>	<b>\$ 2,353,940</b>	<b>\$ 754,800</b>	<b>\$ 2,773,948</b>	<b>\$ 2,130,000</b>
Expenditures:				
5339 - C Bus Purchase	\$ 753,546	\$ 757,000	\$ 754,935	\$ -
SB-267 Facility Purchases / Design / Construction	\$ 1,411,175	\$ -	\$ 170,000	\$ 2,000,000
Housing Purchase	\$ -	\$ -	\$ 1,768,790	\$ 80,000
Capital Improvements	\$ 151,082	\$ -	\$ -	\$ -
<b>Capital Fund Expenditures</b>	<b>\$ 2,315,803</b>	<b>\$ 757,000</b>	<b>\$ 2,693,725</b>	<b>\$ 2,080,000</b>
<b>Ending Fund Balance</b>	<b>\$ 169,725</b>	<b>\$ 166,672</b>	<b>\$ 249,948</b>	<b>\$ 299,948</b>
<b>GVRTA Air Command Fund 2022 Budget</b>	<b>2020 Actual</b>	<b>2021 Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>
<b>Beginning Fund Balance</b>	\$ 2,367,006	\$ 1,951,608	\$ 1,952,713	\$ 2,385,713
Revenues:				
Funds from RTA General Fund	\$ 500,000	\$ 950,000	\$ 950,000	\$ 1,200,000
SCASD Grant				\$ 200,000
<b>RTA Air Command Fund Revenues</b>	<b>\$ 500,000</b>	<b>\$ 950,000</b>	<b>\$ 950,000</b>	<b>\$ 1,400,000</b>
Expenditures:				
Airline Guarantees - Winter	\$ 805,398	\$ 604,303	\$ 300,000	\$ 740,380
Professional Services - Airplanners	\$ 78,895	\$ 78,000	\$ 87,000	\$ 84,000
Contract with Airport for Airline Mechanic	\$ 30,000	\$ 24,000	\$ 30,000	\$ 32,000
Airline Guarantees - Summer	\$ -	\$ 250,000	\$ 100,000	\$ 700,000
<b>RTA Air Command Fund Expenditures</b>	<b>\$ 914,293</b>	<b>\$ 956,303</b>	<b>\$ 517,000</b>	<b>\$ 1,556,380</b>
<b>Ending Fund Balance</b>	<b>\$ 1,952,713</b>	<b>\$ 1,945,305</b>	<b>\$ 2,385,713</b>	<b>\$ 2,229,333</b>
<b>GVRTA Senior Transportation Fund 2022 Budget</b>	<b>2020 Actual</b>	<b>2021 Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>
<b>Beginning Fund Balance</b>	\$ 269,255	\$ 320,255	\$ 330,886	\$ 330,386
Revenues:				
Funds from RTA General Fund	\$ 291,000	\$ 306,000	\$ 306,000	\$ 400,000
<b>Senior Transportation Fund Revenues</b>	<b>\$ 291,000</b>	<b>\$ 306,000</b>	<b>\$ 306,000</b>	<b>\$ 400,000</b>
Expenditures:				
Capital Expenses	\$ -	\$ 65,000	\$ 40,500	\$ 70,000
Contracted Services	\$ 229,369	\$ 294,000	\$ 266,000	\$ 360,000
<b>Senior Transportation Fund Expenditures</b>	<b>\$ 229,369</b>	<b>\$ 359,000</b>	<b>\$ 306,500</b>	<b>\$ 430,000</b>
<b>Ending Fund Balance</b>	<b>\$ 330,886</b>	<b>\$ 267,255</b>	<b>\$ 330,386</b>	<b>\$ 300,386</b>
<b>GVRTA Total Revenues and Expenditures 2022 Budget</b>	<b>2020 Actual</b>	<b>2021 Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>
<b>Beginning Fund Balance</b>	\$ 4,402,330	\$ 4,027,540	\$ 4,544,257	\$ 5,485,222
Revenues:	\$ 5,614,111	\$ 4,216,679	\$ 7,066,236	\$ 7,287,018
Expenditures:	\$ 5,472,184	\$ 4,200,385	\$ 6,125,272	\$ 7,005,580
<b>Ending Fund Balance</b>	<b>\$ 4,544,257</b>	<b>\$ 4,043,834</b>	<b>\$ 5,485,222</b>	<b>\$ 5,766,660</b>
<b>GVRTA Summary of all Funds 2022 Budget</b>	<b>Year End 2020 Actual</b>	<b>Year End 2021 Budget</b>	<b>Year End 2021 Projected</b>	<b>Year End 2022 Budget</b>
<b>Fund Balances</b>				
Unrestricted General Fund Balance	\$ 2,090,933	\$ 1,664,602	\$ 2,519,175	\$ 2,936,993
Air Command Fund Balance	\$ 1,952,713	\$ 1,945,305	\$ 2,385,713	\$ 2,229,333
Senior Transportation Fund Balance	\$ 330,886	\$ 267,255	\$ 330,386	\$ 300,386
Capital Reserve Fund Balance	\$ 169,725	\$ 166,672	\$ 249,948	\$ 299,948
<b>Total Fund Balance</b>	<b>\$ 4,544,257</b>	<b>\$ 4,043,834</b>	<b>\$ 5,485,222</b>	<b>\$ 5,766,660</b>



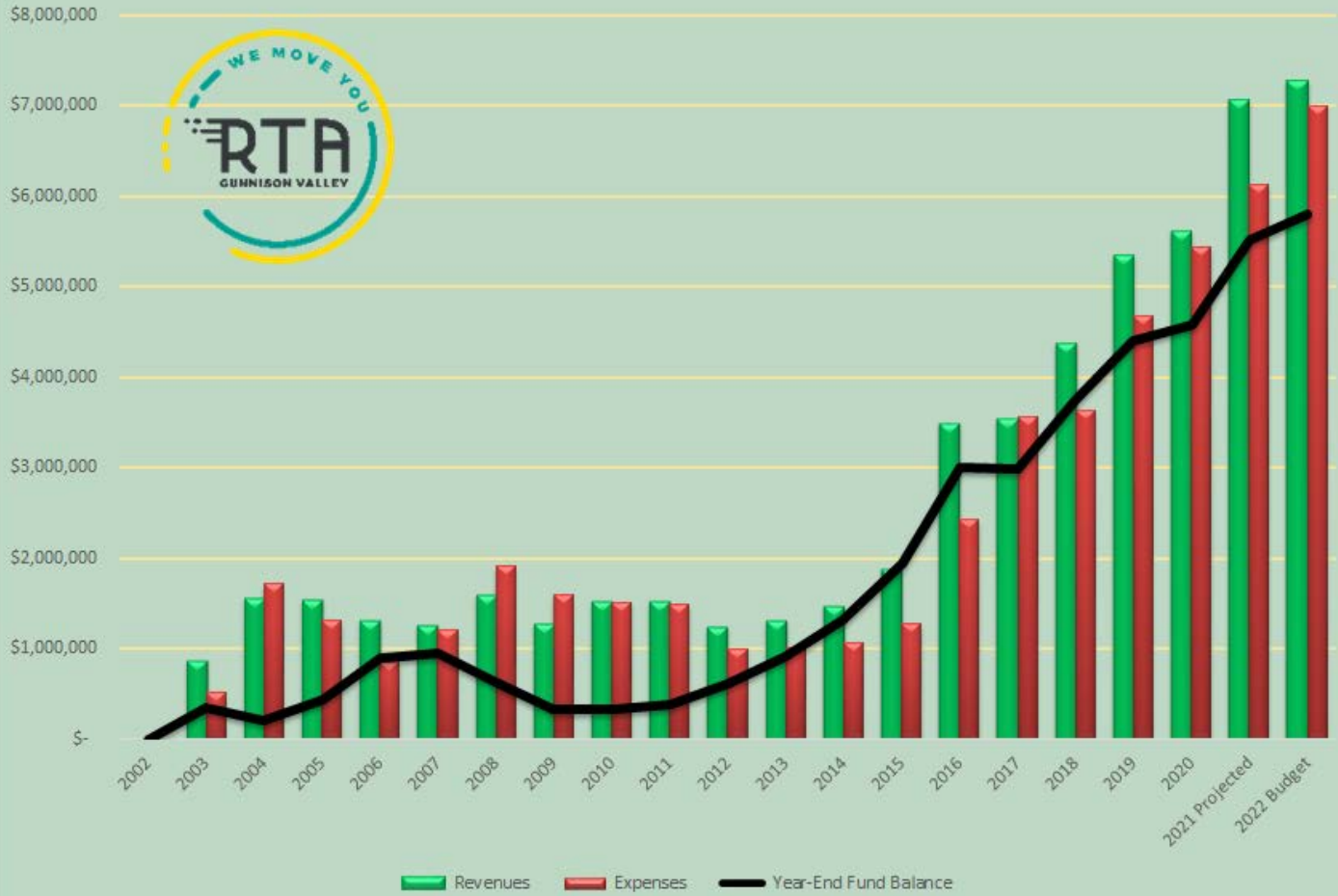


# Gunnison Valley Transportation Authority (GVRTA) DRAFT 2022 Budget



\*For planning purposes only. Estimated value of actual assets - Not accounting booked values.

### GVRTA Revenues, Expenses, and Total Fund Balances by Year





## **Gunnison Valley RTA – Draft Five Year Financial Plan – for review by the Board of Directors September 24, 2020**

This Five-Year Financial Plan is intended to assist the Gunnison Valley RTA (GVRTA) Board of Directors and the community to ensure that we allocate our constrained resources to provide services and results that are in line with the community's expectations while achieving long-term financial balance and accountability. This Five-Year Financial plan can assist by providing a tool for evaluating the fiscal implications of policy decisions and a process for publicly deliberating and making future budget choices.

By using this plan in budget development, we will better understand and communicate the GVRTA's financial challenges and opportunities, better understand the trade-offs necessary to achieve financial balance, and assist in making financially sustainable decisions during the budget process.

Despite the problems associated with the COVID-19 virus, the GVRTA is in a sound financial position. Sales tax revenue collections continue to be sustainable and we have received numerous grants for capital, transit operations and air service. Fund balances are at levels which can help to sustain the GVRTA in case of a continuing economic downturn and we have been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

The plan on the next pages includes notes for revenues and for each fund. These notes include assumptions about the economy and the plan may need to be adjusted if revenue projections are not met.

The General Fund includes sustaining bus service at 2021-22 levels over the entire period. If revenues exceed projections, it is anticipated that these excess funds would flow to the general fund and that bus service schedules could be further increased.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and facilities. After improvements are complete, the plan builds the fund balance in order to create a local match for future capital grants.

The Air Command Fund is planned to maintain a stable fund balance in order to be available to add new air service to the valley when appropriate. The Air Command fund balance is likely to increase beyond planned amounts as programs perform so that maximum payments under MRG contracts are not necessary.

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles and construct a storage facility in the future.



Sales Tax Revenues:



**Gunnison Valley RTA - DRAFT Five-Year Financial Plan -  
For Adoption - November, 2021**

<b>Gunnison Valley Transportation Authority DRAFT Five-Year Financial Plan</b>	<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Sales Tax Revenues</b>	<b>\$ 3,277,761</b>	<b>\$ 5,074,926</b>	<b>\$ 5,228,000</b>	<b>\$ 5,385,000</b>	<b>\$ 5,547,000</b>	<b>\$ 5,713,000</b>	<b>\$ 5,884,000</b>
<b>Transfers</b>							
Sales Tax to General Fund	\$ 1,871,761	\$ 1,818,926	\$ 3,028,000	\$ 2,915,000	\$ 2,806,000	\$ 3,100,000	\$ 3,398,000
Sales Tax to Capital Fund	\$ 150,000	\$ 2,000,000	\$ 600,000	\$ 800,000	\$ 1,000,000	\$ 800,000	\$ 600,000
Sales Tax to Air Command Fund	\$ 950,000	\$ 950,000	\$ 1,200,000	\$ 1,250,000	\$ 1,300,000	\$ 1,350,000	\$ 1,400,000
Sales Tax to Senior Transportation Fund	\$ 306,000	\$ 306,000	\$ 400,000	\$ 420,000	\$ 441,000	\$ 463,000	\$ 486,000
<b>Total Transfers</b>	<b>\$ 3,277,761</b>	<b>\$ 5,074,926</b>	<b>\$ 5,228,000</b>	<b>\$ 5,385,000</b>	<b>\$ 5,547,000</b>	<b>\$ 5,713,000</b>	<b>\$ 5,884,000</b>

Notes on sales tax revenues and transfers:

Sales tax is projected to increase 3% per year

Transfers to the capital fund fluctuate based upon capital needs

Transfers to the air command fund are set at \$1,200,000 in 2022 and then increase each year thereafter

Transfers to the senior transportation fund set at \$400,000 in 2022 and increased by 5% per year (necessary to sustain service and fund future capital projects)

Transfers to the general fund are the remainder of sales tax revenues after other transfers



<b>GVRTA - General Fund DRAFT Five-Year Financial Plan</b>		<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Beginning General Fund Balance</b>		<b>\$ 1,586,805</b>	<b>\$ 2,090,933</b>	<b>\$ 2,519,175</b>	<b>\$ 2,936,993</b>	<b>\$ 3,193,279</b>	<b>\$ 3,258,696</b>	<b>\$ 3,531,930</b>
Revenues:								
	Sales Tax	\$ 1,871,761	\$ 1,818,926	\$ 3,028,000	\$ 2,915,000	\$ 2,806,000	\$ 3,100,000	\$ 3,398,000
	Sales Tax - Clerk	\$ 16,500	\$ 27,500	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
	Interest Charges	\$ 1,600	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
	Other Fines	\$ 7,000	\$ 6,900	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000
	Rental Income	\$ 26,400	\$ 26,400	\$ 26,400	\$ 74,400	\$ 74,400	\$ 74,400	\$ 74,400
	Earnings on Investments	\$ 40,000	\$ 13,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
	5311 A & O FTA 5311 & CRRSAA Admin. & Operating Grant	\$ 242,618	\$ 1,140,562	\$ 242,618	\$ 245,000	\$ 250,000	\$ 255,000	\$ 260,000
<b>Total Revenues</b>		<b>\$ 2,205,879</b>	<b>\$ 3,036,288</b>	<b>\$ 3,357,018</b>	<b>\$ 3,294,400</b>	<b>\$ 3,190,400</b>	<b>\$ 3,489,400</b>	<b>\$ 3,792,400</b>
Expenditures:								
	Postage	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
	Photocopies	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
	Equipment Under \$4,000	\$ 2,000	\$ 2,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
	Building Repair and Maintenance	\$ 20,000	\$ 27,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
	Travel - Transportation	\$ 8,000	\$ 2,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
	Travel - Meals	\$ 6,000	\$ 3,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
	Travel - Lodging	\$ 6,000	\$ 3,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
	Legal Services	\$ 8,000	\$ 5,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
	Contracted Temporary Help - Marcy & RAE	\$ 5,000	\$ 8,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
	Contract Svcs - Morrison, Swiftly, Bus Stops	\$ 58,000	\$ 58,000	\$ 60,000	\$ 62,000	\$ 64,000	\$ 66,000	\$ 68,000
	Management Services - Truex	\$ 76,491	\$ 76,491	\$ 79,550	\$ 82,732	\$ 86,041	\$ 89,483	\$ 93,062
	Meetings - Registrations	\$ 1,000	\$ 750	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
	State Fees	\$ 28,500	\$ 32,000	\$ 34,000	\$ 35,000	\$ 36,000	\$ 37,000	\$ 38,000
	Treasurer's Fees	\$ 39,000	\$ 47,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	Advertising, Notices, Public Outreach & Website	\$ 20,000	\$ 16,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
	Dues & Memberships (CASTA & Whetstone POA)	\$ 14,000	\$ 10,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000
	Auditing	\$ 7,500	\$ 7,400	\$ 7,600	\$ 7,600	\$ 7,600	\$ 7,600	\$ 7,600
	Insurance & Bonds	\$ 12,500	\$ 9,315	\$ 11,500	\$ 12,000	\$ 12,500	\$ 13,000	\$ 13,500
	Investment Commissions/Fees	\$ 50	\$ 50	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
	Transfer to County General Fund	\$ 11,350	\$ 11,350	\$ 11,700	\$ 25,750	\$ 26,500	\$ 27,300	\$ 28,100
	5311 - A Management Services - Truex	\$ 76,491	\$ 76,491	\$ 79,550	\$ 82,732	\$ 86,041	\$ 89,483	\$ 93,062
	5311 - O Diesel Fuel	\$ 42,000	\$ 78,000	\$ 80,000	\$ 82,000	\$ 84,000	\$ 87,000	\$ 90,000
	5311 - O CNG Fuel	\$ 129,000	\$ 190,000	\$ 225,000	\$ 232,000	\$ 239,000	\$ 246,000	\$ 253,000
	5311 - O Repair & Maintenance - Vehicles	\$ 185,000	\$ 270,000	\$ 270,000	\$ 278,000	\$ 286,000	\$ 295,000	\$ 304,000
	5311 - O Purchased Transportation Services	\$ 1,372,000	\$ 1,675,000	\$ 1,920,000	\$ 1,978,000	\$ 2,037,000	\$ 2,098,000	\$ 2,161,000
	5311 A&O Subtotal of 5311 Grant Activities	\$ 1,804,491	\$ 2,289,491	\$ 2,574,550	\$ 2,652,732	\$ 2,732,041	\$ 2,815,483	\$ 2,901,062
<b>Total Expenditures</b>		<b>\$ 2,128,082</b>	<b>\$ 2,608,047</b>	<b>\$ 2,939,200</b>	<b>\$ 3,038,114</b>	<b>\$ 3,124,983</b>	<b>\$ 3,216,166</b>	<b>\$ 3,309,624</b>
<b>Ending General Fund Balance</b>		<b>\$ 1,664,602</b>	<b>\$ 2,519,175</b>	<b>\$ 2,936,993</b>	<b>\$ 3,193,279</b>	<b>\$ 3,258,696</b>	<b>\$ 3,531,930</b>	<b>\$ 4,014,706</b>



Notes on the general fund:

- Sales tax equals total sales tax revenues less transfers to other funds
- 5311 A&O grant is projected to grow slightly over the period
- 5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
- Bus service is planned at 36 round-trips in the winter and 18 in the spring, summer, and fall throughout the time period
  - service levels could change based upon revenues
- Contract with Alpine Express increases based upon CPI and is projected at 3% per year
- Fuel costs increase at 3% per year
- Contract for management services increases at 4% per year
- POA dues are unknown at this time and are best estimates
- Other items are either flat or increase nominally

<b>GVRTA Capital Reserve Fund DRAFT Five-Year Financial Plan</b>		<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Beginning Fund Balance</b>		<b>\$ 168,872</b>	<b>\$ 169,725</b>	<b>\$ 249,948</b>	<b>\$ 299,948</b>	<b>\$ 49,948</b>	<b>\$ 124,948</b>	<b>\$ 694,948</b>
Revenues:								
	State and Federal Capital Grants	\$ 604,800	\$ 773,948	\$ 1,530,000	\$ -	\$ -	\$ 720,000	\$ 1,680,000
	Funds from RTA General Fund	\$ 150,000	\$ 2,000,000	\$ 600,000	\$ 800,000	\$ 1,000,000	\$ 800,000	\$ 600,000
<b>Capital Fund Revenues</b>		<b>\$ 754,800</b>	<b>\$ 2,773,948</b>	<b>\$ 2,130,000</b>	<b>\$ 800,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,520,000</b>	<b>\$ 2,280,000</b>
Expenditures:								
	Bus Purchases	\$ 757,000	\$ 754,935	\$ -	\$ 900,000	\$ 925,000	\$ 950,000	\$ -
	Facility Purchases / Design / Construction	\$ -	\$ 170,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
	Housing Purchase	\$ -	\$ 1,768,790	\$ 80,000	\$ -	\$ -	\$ -	\$ -
	Capital Improvements	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 2,100,000
<b>Capital Fund Expenditures</b>		<b>\$ 757,000</b>	<b>\$ 2,693,725</b>	<b>\$ 2,080,000</b>	<b>\$ 1,050,000</b>	<b>\$ 925,000</b>	<b>\$ 950,000</b>	<b>\$ 2,100,000</b>
<b>Ending Fund Balance</b>		<b>\$ 166,672</b>	<b>\$ 249,948</b>	<b>\$ 299,948</b>	<b>\$ 49,948</b>	<b>\$ 124,948</b>	<b>\$ 694,948</b>	<b>\$ 874,948</b>

Notes on the capital reserve fund:

- Funds are transferred from the General Fund based upon annual need.
- Improvements include:
  - 2021-22 - Purchase Five-Plex at Lazy K - \$1,848,790
  - 2022 - Storage Facility at Whetstone Industrial Park - \$2,000,000
  - 2023 - Adding shelters to Library, Safeway, Teller, and Spencer bus stops - \$150,000
  - 2023 - Purchase additional bus for expanded fleet
  - 2024 - Purchase additional bus for expanded fleet
  - 2025 - Purchase additional bus for expanded service - (dependent upon receiving a grant award)
  - 2026 - Build Transit Center in Gunnison - 3,000 sq feet at \$700 per - (dependent upon receiving a grant award)



<b>GVRTA Air Command Fund DRAFT Five-Year Financial Plan</b>		<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Beginning Fund Balance</b>		<b>\$ 1,951,608</b>	<b>\$ 1,952,713</b>	<b>\$ 2,385,713</b>	<b>\$ 2,229,333</b>	<b>\$ 2,307,333</b>	<b>\$ 2,435,333</b>	<b>\$ 2,413,333</b>
Revenues:								
	Funds from RTA General Fund	\$ 950,000	\$ 950,000	\$ 1,200,000	\$ 1,250,000	\$ 1,300,000	\$ 1,350,000	\$ 1,400,000
	SCASD Grant			\$ 200,000	\$ 200,000	\$ 200,000		
<b>RTA Air Command Fund Revenues</b>		<b>\$ 950,000</b>	<b>\$ 950,000</b>	<b>\$ 1,400,000</b>	<b>\$ 1,450,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,350,000</b>	<b>\$ 1,400,000</b>
Expenditures:								
	Airline Guarantees - Winter	\$ 604,303	\$ 300,000	\$ 740,380	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
	Professional Services - Airplanners & RRC	\$ 78,000	\$ 87,000	\$ 84,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000
	Contract with Airport for Airline Mechanic	\$ 24,000	\$ 30,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000
	Airline Guarantees - Summer	\$ 250,000	\$ 100,000	\$ 700,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
<b>RTA Air Command Fund Expenditures</b>		<b>\$ 956,303</b>	<b>\$ 517,000</b>	<b>\$ 1,556,380</b>	<b>\$ 1,372,000</b>	<b>\$ 1,372,000</b>	<b>\$ 1,372,000</b>	<b>\$ 1,372,000</b>
<b>Ending Fund Balance</b>		<b>\$ 1,945,305</b>	<b>\$ 2,385,713</b>	<b>\$ 2,229,333</b>	<b>\$ 2,307,333</b>	<b>\$ 2,435,333</b>	<b>\$ 2,413,333</b>	<b>\$ 2,441,333</b>

Notes on the Air Command fund:

- Transfers to the air command fund are set at \$1,200,000 in 2022 and then increase each year thereafter
- Winter MRG expenditures are set at \$740,380 in 2022 and \$750,000 each year thereafter
- Summer MRG expenditures are set at \$700,000 in 2022 and \$500,000 each year thereafter
- The Air Command Fund Balance is likely to increase beyond projections (assuming full MRG payments are not necessary)
- Increased Fund Balances can be used to expand to other markets in the future
- The Air Command will continue to make recommendations regarding future contracts
- The Air Command fund is very difficult to plan out this far

<b>GVRTA Senior Transportation Fund DRAFT Five-Year Financial Plan</b>		<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Beginning Fund Balance</b>		<b>\$ 320,255</b>	<b>\$ 330,886</b>	<b>\$ 330,386</b>	<b>\$ 300,386</b>	<b>\$ 349,386</b>	<b>\$ 323,386</b>	<b>\$ 393,386</b>
Revenues:								
	Funds from RTA General Fund	\$ 306,000	\$ 306,000	\$ 400,000	\$ 420,000	\$ 441,000	\$ 463,000	\$ 486,000
<b>Senior Transportation Fund Revenues</b>		<b>\$ 306,000</b>	<b>\$ 306,000</b>	<b>\$ 400,000</b>	<b>\$ 420,000</b>	<b>\$ 441,000</b>	<b>\$ 463,000</b>	<b>\$ 486,000</b>
Expenditures:								
	Capital Expenses	\$ -	\$ 40,500	\$ 70,000	\$ -	\$ 85,000	\$ -	\$ 350,000
	Contracted Services	\$ 294,000	\$ 266,000	\$ 360,000	\$ 371,000	\$ 382,000	\$ 393,000	\$ 405,000
<b>Senior Transportation Fund Expenditures</b>		<b>\$ 294,000</b>	<b>\$ 306,500</b>	<b>\$ 430,000</b>	<b>\$ 371,000</b>	<b>\$ 467,000</b>	<b>\$ 393,000</b>	<b>\$ 755,000</b>
<b>Ending Fund Balance</b>		<b>\$ 332,255</b>	<b>\$ 330,386</b>	<b>\$ 300,386</b>	<b>\$ 349,386</b>	<b>\$ 323,386</b>	<b>\$ 393,386</b>	<b>\$ 124,386</b>

Notes on the senior transportation fund:

- Transfers to the senior transportation fund are set at \$400,000 in 2022 and increased by 5% per year (necessary to sustain service and fund balance)
- Contracted expenses increase by 3% per year
- Capital expenses include bus/van purchases in 2022 and 2024 and a Gunnison bus storage facility expansion in 2026



<b>RTA Total Revenues and Expenditures DRAFT Five-Year Financial Plan</b>	<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
<b>Beginning Fund Balance</b>	<b>\$ 4,027,540</b>	<b>\$ 4,544,257</b>	<b>\$ 5,485,222</b>	<b>\$ 5,766,660</b>	<b>\$ 5,899,946</b>	<b>\$ 6,142,363</b>	<b>\$ 7,033,597</b>
Revenues:	\$ 4,216,679	\$ 7,066,236	\$ 7,287,018	\$ 5,964,400	\$ 6,131,400	\$ 6,822,400	\$ 7,958,400
Expenditures:	\$ 4,135,385	\$ 6,125,272	\$ 7,005,580	\$ 5,831,114	\$ 5,888,983	\$ 5,931,166	\$ 7,536,624
<b>Ending Fund Balance</b>	<b>\$ 4,108,834</b>	<b>\$ 5,485,222</b>	<b>\$ 5,766,660</b>	<b>\$ 5,899,946</b>	<b>\$ 6,142,363</b>	<b>\$ 7,033,597</b>	<b>\$ 7,455,373</b>

<b>RTA Summary of all Funds DRAFT Five-Year Financial Plan Fund Balances - Year End</b>	<b>2021 Original Budget</b>	<b>2021 Projected</b>	<b>2022 Budget</b>	<b>2023 Planned</b>	<b>2024 Planned</b>	<b>2025 Planned</b>	<b>2026 Planned</b>
Unrestricted General Fund Balance	\$ 1,664,602	\$ 2,519,175	\$ 2,936,993	\$ 3,193,279	\$ 3,258,696	\$ 3,531,930	\$ 4,014,706
Capital Reserve Fund Balance	\$ 166,672	\$ 249,948	\$ 299,948	\$ 49,948	\$ 124,948	\$ 694,948	\$ 874,948
Air Command Fund Balance	\$ 1,945,305	\$ 2,385,713	\$ 2,229,333	\$ 2,307,333	\$ 2,435,333	\$ 2,413,333	\$ 2,441,333
Senior Transportation Fund Balance	\$ 332,255	\$ 330,386	\$ 300,386	\$ 349,386	\$ 323,386	\$ 393,386	\$ 124,386
<b>Total Fund Balance</b>	<b>\$ 4,108,834</b>	<b>\$ 5,485,222</b>	<b>\$ 5,766,660</b>	<b>\$ 5,899,946</b>	<b>\$ 6,142,363</b>	<b>\$ 7,033,597</b>	<b>\$ 7,455,373</b>

Notes on fund balances:

The senior transportation fund must be kept whole

- Additional funds may be allocated to the senior fund, but transfers out of the senior fund are not allowed per the ballot language

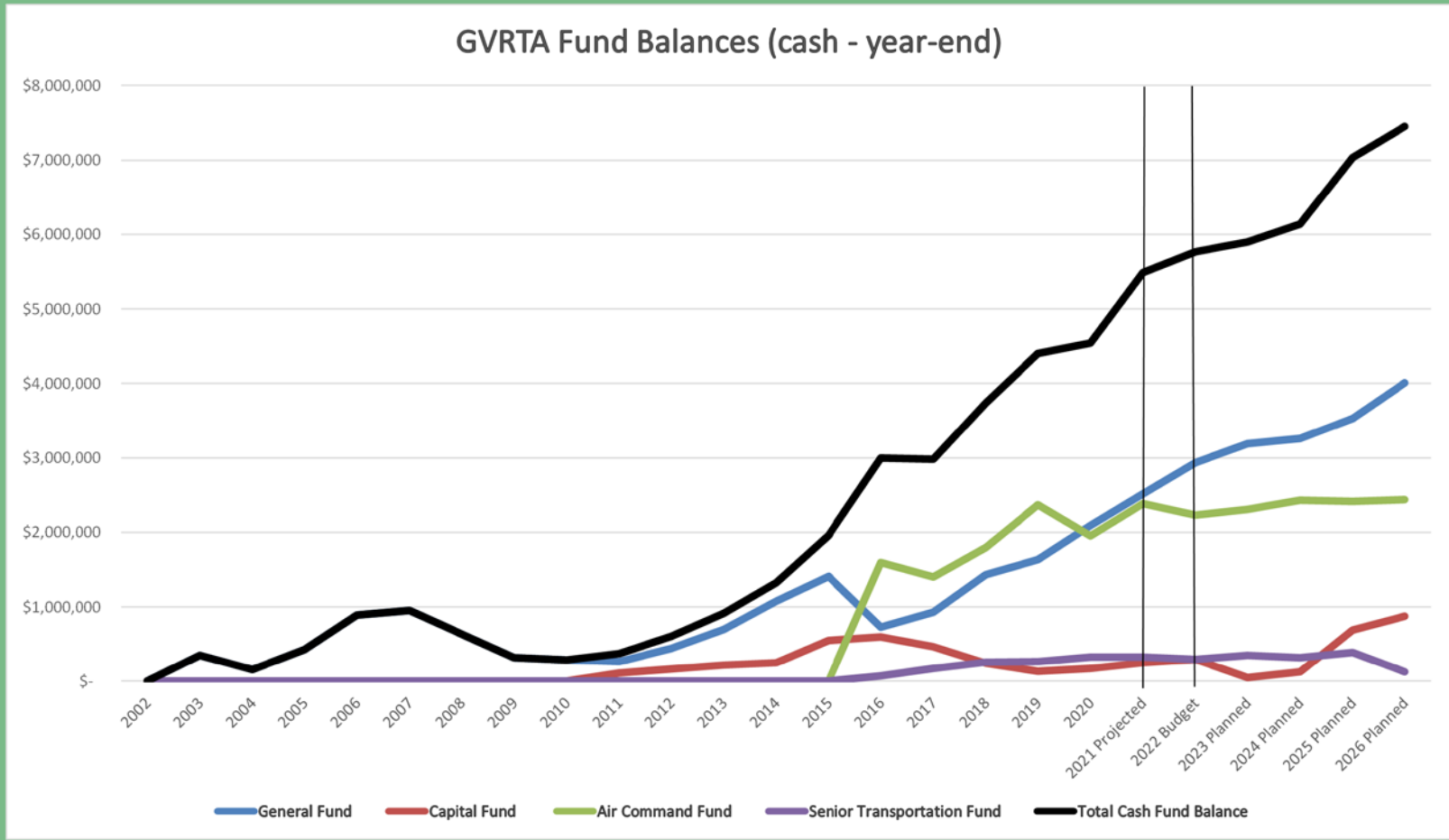
The Board of Directors may transfer funds between the other funds

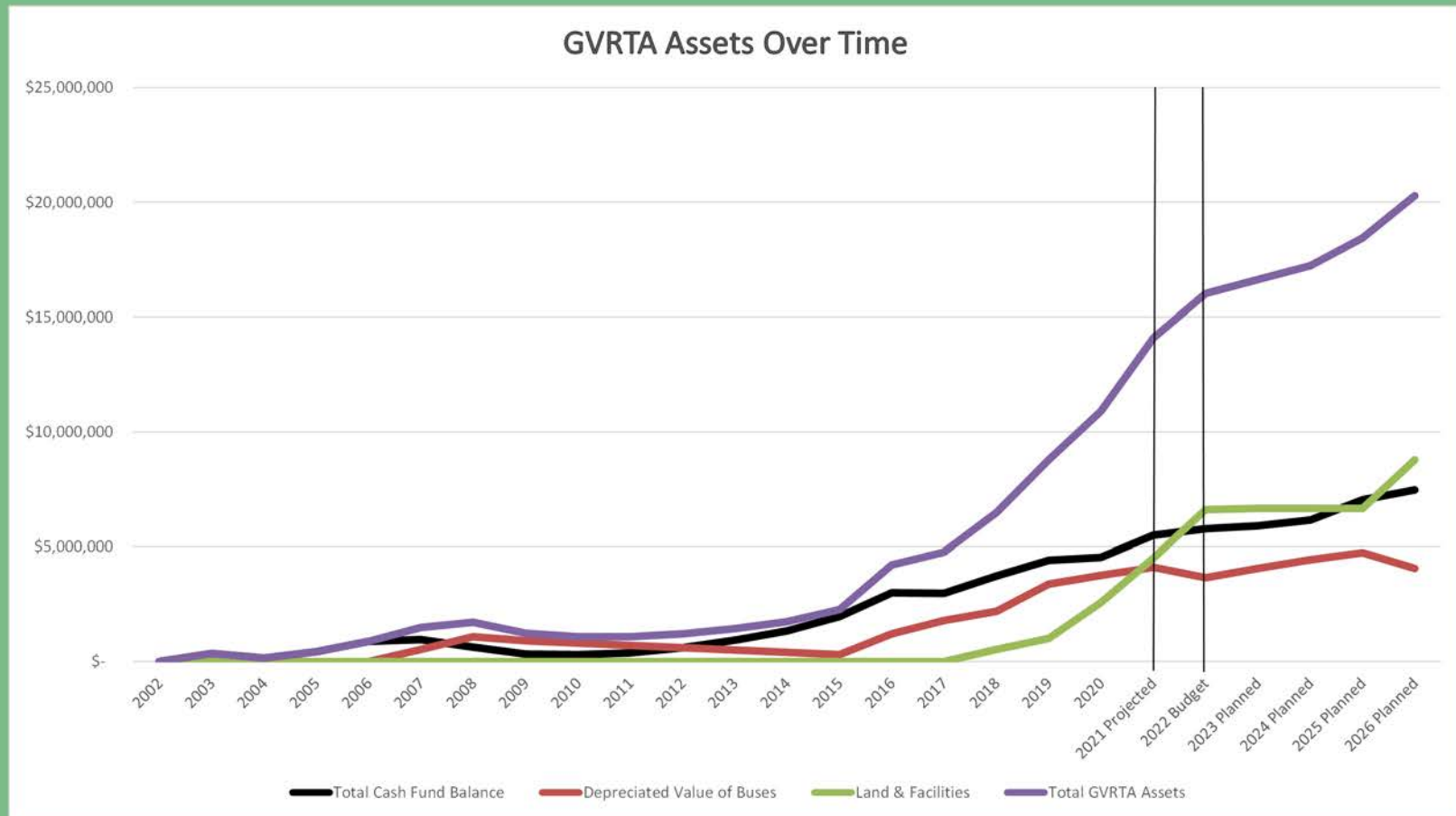
The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

- Annual sales tax revenue in 2020 would require maintaining a total unrestricted fund balance of: \$ 1,688,383

- Total unrestricted fund balance at end of 2022 is budgeted to be: \$ 5,466,274







\*For planning purposes only. Estimated value of actual assets - Not accounting booked values.

### GVRTA Revenues, Expenses, and Total Fund Balances by Year

