

MEETING NOTICE

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

October 8, 2010 at 8:00 a.m.
in the Council Room
in the Crested Butte Town Hall
508 Maroon Ave, Crested Butte, CO.

For copies of the agenda and minutes of previous meetings, please call Scott Truex at 970-275-0111.

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

AGENDA
GUNNISON VALLEY TRANSPORTATION AUTHORITY
October 8, 2010
8:00 A.M. – CRESTED BUTTE COUNCIL CHAMBERS

- 8:00 A. INTRODUCTION
- 8:01 B. ADOPTION OF THE AGENDA – **motion & decision**
- 8:02 C. APPROVAL OF THE SEPTEMBER 10, 2010 MINUTES – **motion & decision**
- 8:03 D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT – Scott Truex
- 8:10 E. CORRESPONDENCE – Scott Truex
- GENERAL RTA ISSUES**
- 8:11 F-1. OLD BUSINESS
- 8:11 G-1. NEW BUSINESS
- 1) Adopt 2011 Budget – **motion & decision**
 - 2) Resolution #3, Series 2010 - A RESOLUTION AUTHORIZING THE BOARD CHAIRPERSON TO EXECUTE THE NECESSARY DOCUMENTS TO ESTABLISH A LINE OF CREDIT IN THE AMOUNT OF \$260,000 WITH THE COMMUNITY BANKS OF COLORADO ON BEHALF OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY. – **motion & decision**
 - 3) 2009-2010 Contract with Airplanners, LLC – discussion and possible award of contract – **possible motion & decision**
 - 4) 2009-2010 Contract with Truex Management Services, Inc. – discussion and possible award of contract – **possible motion & decision**
 - 5) Tourism Association Update – Jane Chaney
 - 6) Citizen Advisory Committee Update – Jeff Moffett
- AIR SERVICE ISSUES**
- 8:38 F-2. OLD BUSINESS
- 1) 2010-2011 air service program – Kent Myers
 - 2) Marketing air service program – Kent Myers, Jane Chaney & Jeff Moffett
- G-2. NEW BUSINESS
- 1)
- GROUND TRANSPORTATION ISSUES**
- 8:57 F-3. OLD BUSINESS
- 1) Gunnison – CB service update – Scott Truex
- 9:00 G-3. NEW BUSINESS
- 1) Approval of contract with AEX, Inc. (Alpine Express) to run RTA bus service between Gunnison and Mt. Crested Butte – **motion & decision**
- 9:10 H. COMMENTS FROM BOARD MEMBERS
- 9:14 I. PUBLIC COMMENT PERIOD
- 9:20 J. ADJOURNMENT

Next Meeting –November 12, 8:00 a.m. in Gunnison

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

GUNNISON VALLEY TRANSPORTATION AUTHORITY
September 10, 2010 Meeting Minutes

Scott Truex, Executive Director
Kent Myers, Airplanners LLC
Jim Starr, Gunnison County
Paula Swenson, Gunnison County
Jonathan Houck, City of Gunnison
Bill Nesbitt, City of Gunnison
Leah Williams, Town of Crested Butte
Chris Morgan, Town of Mt. Crested Butte
William Buck, Town of Mt. Crested Butte

Several other community members were present in the audience including representatives from The Town of Mount Crested Butte, Crested Butte South, Crested Butte Mountain Resort, Mountain Express, Alpine Express, Gunnison / Crested Butte Tourism Association, Gunnison / Crested Butte Regional Airport and the RTA Citizens Advisory Committee

A. INTRODUCTION - Jonathan Houck called the meeting to order at 8 a.m. Jonathan asked to move the airport update to the beginning of the meeting so John DeVore could return to work.

B. APPROVAL OF THE JULY 9, 2010 MINUTES - Bill Nesbitt moved to approve the July 9, 2010 meeting minutes. Paula Swenson seconded and approval was unanimous.

C. AIRPORT UPDATE –John Devore reported that there were going to be changes to normal winter operations this season. The airport conducts regular tests on the runway to determine how much friction there is and that information is given to pilots. Previously it was up to pilots to determine whether or not they should land based on the numerical values of the runway friction.

Now the FAA is prohibiting pilots from landing when the friction value is less than 20. John said he didn't know how many operations it will affect, and the biggest impact will be after the sun goes down. Another change is that pilots can monitor the effectiveness of their brakes and report it to the control tower. The FAA will now require that if the airport receives two complaints about poor braking they will have to close the runway until the matter is resolved. The FAA is also saying there is no such thing as a "solar plow", and if there is any contamination from snow or ice the airport will have to plow. John said that will make things easier for the RJs, but it means more work for the airport. Finally, the lease agreement with Continental would be completed by the end of the week. The office area was also remodeled.

Jim Starr asked if there were ways to prevent the friction value from getting to low, and John replied it is mostly a function of weather – cold weather and high moisture will raise the value. They can plow, but they can't use chemicals on the runway.

Kent wanted to make sure the airport had a plan to avoid migratory birds, since other regional airports had to make one recently. John said they did have a wildlife management plant. GUC was the first airport on the west slope to develop one.

Bill Nesbit had a concern about handicap access to the top floor. John said it was on the radar.

Roland Mason arrived at 8:05.

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT, PRESENTATION OF RTA HISTORY,

CURRENT FINANCIAL SITUATION, & 2011 BUDGET DISCUSSION – Scott gave a presentation on the history of the RTA, including air service, bus service, financial history and the current financial situation. Scott also presented a draft 2011 budget and some financial goals for the RTA to achieve.

In summary, the RTA was formed in 2002. The first air service program for the '02/'03 winter had flights to Houston and Denver. There was a \$650,000 MRG, and \$500,000 in payments were made at the end of the season. The summer of 2003 had flights to Houston and a \$250,000 MRG, which was paid in full. There were no more guaranteed summer programs.

In the winter of '03/'04 there were flights to Denver, Houston, Dallas, and Newark. There was a \$1.05 million MRG, and the final payment was \$870,000. The RTA had a year end fund balance of \$196,000.

In the winter of '04/'05 there were flights to Denver, Houston, Dallas and Atlanta. There was an MRG of \$1,175,000, and \$620,000 was paid at the end of the season. The RTA's fund balance increased to \$430,000.

In the winter of '05/'06 there were flights to Dallas and Denver, a \$900,000 MRG, and \$513,000 in payments. It was the first year that Crested Butte Mountain Resort partnered in the program, with a contribution of \$150,000 to support the top end of the MRG. The payment at the end of the season was all from RTA funds. The fund balance at the end of the year was \$892,000.

The winter of '06/'07 had flights to Denver, Dallas, and an MRG of \$900,000, which was paid in full. The RTA's fund balance peaked this year at \$955,000. Jeff Moffett noted that it was the first season without Club Med. Kent Myers noted that Club Med accounted for 25 percent of all seats sold the previous years.

In '07/'08 there were winter flights to Denver and Dallas, a \$1 million MRG, and \$622,000 in payments. It was also the first year of bus service. The fund balance dropped to \$637,000.

For the winter of '08/'09 air service was expanded to include Denver, Dallas, Salt Lake City, Atlanta, and Chicago. There was a \$1.4 million MRG. The national economy went into recession this year – airline losses totaled \$3.1 million and the MRG was paid in full. The fund balance dropped to \$322,000.

In '09/'10 there was a \$1,225,000 MRG, which was paid in full. The fund balance is projected to drop to \$193,000.

For the coming season, '10/'11, there will be flights to Denver, Dallas and Houston. The MRG is \$1.2 million, and CBMR is responsible for \$865,000 of that figure. The projected year-end balance for 2011 is \$250,000.

Scott said one thing to remember is the year-end fund balance is not the same as the cash balance, since sale tax payments to the RTA are typically not received until a month or two after they are collected. By law the RTA cannot have a negative fund balance. The projected year end balance for 2010 is \$193,000, but the cash balance is only projected to be \$62,000.

The MRG payments for American and Continental are due February 1 next year. The payments have usually been due in May or June. Scott said the February cash balance is projected to be \$73,000 before making the MRG payment. The RTA will need to borrow approximately \$260,000 to make the payments. The RTA will also have \$5,000 of decreased revenues each month for each of the first 7 months of the year to refund a tax overpayment.

Scott said the RTAs financial goals should be to stop borrowing money and rebuild the cash balance up to at least \$250,000, which means they need to achieve a year end fund balance of \$375,000.

D. CORRESPONDENCE – There was no correspondence other than a few schedule requests for the bus.

GENERAL RTA ISSUES

F-1. NEW BUSINESS

1) Resolution #2, Series 2010 - A RESOLUTION OPPOSING THE THREE COLORADO STATEWIDE BALLOT MEASURES KNOWN AS PROPOSITION 101, AMENDMENT 60, AND AMENDMENT 61. - Scott said he had drafted a resolution against ballot measures 60, 61, and 101 and just about every other entity in the valley has a similar resolution against the measures. Scott said these amendments will hurt the RTA's ability to function, particularly 61.

Chris Morgan reported that during the last statewide meeting of power associations he was provided with a list of businesses that intended to leave the state if the amendments passed. Chris said he could not provide specifics, but there were some major businesses on the list.

William Buck moved for approval of the resolution and Leah Seconded. Jim Starr requested that the resolution list the amendments in numerical order to match other resolutions that have passes. Approval was unanimous as amended.

2) Tourism Association Update – Erica Kelleher reported that Gunnison / Crested Butte website traffic was the highest ever in August with 48,000 people visiting the website. The previous record was 36,000. She said the TA hopes it's a good indication of how the fall and winter will pan out. Fall marketing plans were still in effect on the Front Range, and winter ads were just starting to go out.

3) Citizen Advisory Committee Update – Jeff Moffett said there continued to be meetings between CBMR, the TA and both the Crested Butte and Gunnison Chambers of Commerce. They did find several advertising areas where efforts were overlapping, so marketing plans have been modified to prevent that. He was also looking for people to give marketing presentations to community organizations. Kent congratulated Jeff,

CBMR, the TA and other groups for reaching out to the community as ambassadors to the airline program. Jeff said he felt the 2nd monthly conference call was successful. Scott agreed and said it was better when they focused on a specific subject. About 15 people participated in the last phone call.

AIR SERVICE ISSUES

E-2. OLD BUSINESS

1) 2010-2011 air service program – Kent said the booking report came out yesterday and they are pacing a little ahead of last year. Something unusual is that January load factors are doing the worst, despite the fact that they had reduced more seats in January than any other month. The airline industry continues to consolidate and there could be only 4 legacy carriers by the end of the year. Airlines continue to make huge reductions in inventory. U.S. Airways is looking for a buyer. However, Kent said low cost carriers are on the rise. They are non-union and used older, cheaper aircraft. Low cost carriers were also starting to cater more to business sales and trips to the Caribbean and other over water destinations. William Buck asked what was happening with demand. Kent said airlines were starting to see more demand, particularly as the business market increases.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1) Gunnison – CB service update – Scott reported that from July to August ridership was down about 1,000 riders. Year to Date they have been running 20 percent fewer trips. Year to date ridership is down 1 percent. The CB South stop sees about 5 riders going north each day, and three going south.

Chris Larsen said bus 84 is still sitting in the lot. It runs, but at some point it could need a new engine. The other busses are doing fine and have no mechanical issues. Jonathan asked if they were seeing more bikes on the busses and if there was more demand than space. Chris said it depends on the time of the year, but it does happen.

F-3. NEW BUSINESS

1) Adoption of Limited English Proficiency(LEP) plan – Scott said the RTA did have a LEP policy, but CDOT was asking for them to adopt an official plan – but they were not requiring it. Scott had met with CDOT and was trained on requirements for a LEP. William Buck moved for approval of the LEP and Jim Starr seconded. Approval was unanimous.

2) Recommendation from selection committee and possible award of contract to bus service provider – possible executive session to discuss negotiations – Roland and Leah excused themselves from the discussion. Jonathan said he, Chris Morgan and Scott Truex reviewed the bids. They individually scored the bids and then added the results. The final results were within 1 point of each other and they were not able to make a clear recommendation. John said they should have an executive session to discuss some negotiating points. Jim Starr moved to go into executive session for the purpose of

contract negotiations and to receive legal advice from the RTAs lawyer. Bill Nesbitt seconded and approval was unanimous.

Following the executive session Jonathan said the selection committee was able to discuss some negotiating points and receive legal advice. Paula Swenson moved to select Alpine Express as the apparent successful bidder with the understanding that the RTA will award them the contract if negotiations are successful. Jim seconded. Scott explained that the RFP did not allow the RTA to negotiate with either party prior to the selection of an apparent winner. He said there was language in section 2.10 of the RFP that allowed such negotiations once they had an apparent successful bidder. William Buck voted against the measure; Jim, Paula, Chris, Jonathan and Bill voted in favor. Scott said if negotiations were successful he would have the contract prepared for the next meeting.

G. COMMENTS FROM BOARD MEMBERS – Bill Nesbitt said he was approached by two students from Western State College who felt the new \$2 fee on the RTA bus was not in line with their previous discussions with the RTA and efforts to instate a voluntary fee among college students. They also did not understand the RTA's motive to begin charging the fee. Jonathan asked Scott to meet with Gary Pierson and find a way to respond to the students concerns.

Chris announced that during the last Mt. Crested Butte town council meeting the council approved a \$192,000 contribution from the admissions tax fund to support marketing strategies on American Airlines.

Scott thanked Chris Larsen and Stewart Johnson for their proposals.

H. PUBLIC COMMENT PERIOD – There were no comments from the public.

I. ADJOURNMENT – Jim Starr moved to adjourn the meeting. Paula Swenson seconded and approval was unanimous. The meeting was adjourned at 10:45

| Gunnison Valley Transportation Authority | | | | | |
|---|-----------------|--|---------------|------------------|-----------------------|
| Financial Report - August, 2010 | | | | | |
| | 2010 | % vs | 2010 | | 2010 |
| Revenues | Actual | Budget | Budget | Revisions | Revised Budget |
| Starting Fund Balance 1/1 | \$ 322,206.87 | | \$ 320,000 | \$ 2,207 | \$ 322,207 |
| Jan | \$ 70,451.86 | -18.2% | \$ 86,100 | \$ (15,648) | \$ 70,452 |
| Feb | \$ 75,382.08 | -7.3% | \$ 81,300 | \$ (5,918) | \$ 75,382 |
| Mar | \$ 98,721.00 | 5.1% | \$ 93,900 | \$ 4,821 | \$ 98,721 |
| April | \$ 43,672.88 | -15.7% | \$ 51,800 | \$ (8,127) | \$ 43,673 |
| May | \$ 85,985.11 | 43.8% | \$ 59,800 | \$ 26,185 | \$ 85,985 |
| June | \$ 88,798.10 | -6.5% | \$ 95,000 | \$ (6,202) | \$ 88,798 |
| July | \$ 117,408.08 | -2.2% | \$ 120,000 | \$ (2,592) | \$ 117,408 |
| Aug | | | \$ 109,200 | \$ (13,200) | \$ 96,000 |
| Sept | | | \$ 90,200 | \$ (6,200) | \$ 84,000 |
| Oct | | | \$ 68,000 | \$ (13,000) | \$ 55,000 |
| Nov | | | \$ 57,000 | \$ (12,000) | \$ 45,000 |
| Dec | | | \$ 107,000 | \$ (21,000) | \$ 86,000 |
| Year-to-date Revenues | \$ 580,419.11 | -1.3% | \$ 587,900 | \$ (7,481) | \$ 580,419 |
| Full Year - Tax Revenues | \$ 580,419.11 | | \$ 1,019,300 | \$ (72,881) | \$ 946,419 |
| Other Revenues | | | | | |
| Line of Credit | \$ 250,000.00 | | \$ 250,000 | | \$ 250,000 |
| RTA Tax - Clerk | \$ 3,449.49 | | \$ 5,000 | | \$ 5,260 |
| Denver Bus Partners | \$ 28,750.00 | | \$ 31,500 | \$ (2,750) | \$ 28,750 |
| Operating Grant | \$ 125,722.00 | | \$ 132,000 | \$ 1,340 | \$ 133,340 |
| Capital Grant | \$ 64,724.00 | | \$ 389,754 | \$ (325,030) | \$ 64,724 |
| Donations | \$ 14,653.65 | | \$ - | \$ 16,570 | \$ 16,570 |
| Park & Ride Partners | \$ 16,496.37 | | \$ - | \$ 16,496 | \$ 16,496 |
| Interest Revenue | \$ 2,847.76 | | \$ 7,555 | \$ (4,555) | \$ 3,059 |
| Total Revenue | \$ 1,087,062.38 | | \$ 1,835,109 | | \$ 1,464,618 |
| Expenses | | | | | |
| Postage | \$ 67.03 | | \$ 100 | | \$ 100 |
| Photocopies | \$ - | | \$ 1,000 | \$ (900) | \$ 100 |
| Professional Services - Truex | \$ 50,400.00 | | \$ 67,200 | | \$ 67,200 |
| Professional Services - Airplanners | \$ 54,866.13 | | \$ 72,000 | \$ 2,349 | \$ 74,349 |
| Professional Services - Landwehr | \$ 3,739.66 | | \$ 10,800 | \$ (2,800) | \$ 8,000 |
| Professional Services - Park & Ride | \$ 7,455.99 | | \$ - | \$ 7,456 | \$ 7,456 |
| Professional Services - Levy | \$ 325.00 | | \$ - | \$ 1,075 | \$ 1,075 |
| Professional Services - Dawson | \$ 592.50 | | \$ - | \$ 1,172 | \$ 1,172 |
| Audit Cost | \$ 2,250.00 | | \$ 2,318 | \$ (68) | \$ 2,250 |
| Revenue Collection Fee | \$ 6,438.00 | | \$ 15,000 | \$ (2,280) | \$ 12,720 |
| Airline Guarantees | \$ 600,000.00 | | \$ 600,000 | | \$ 600,000 |
| Fees | \$ 8.11 | | \$ 150 | \$ (123) | \$ 27 |
| Bank Fees | \$ 1,561.00 | | \$ 1,550 | \$ 11 | \$ 1,561 |
| Donations | \$ - | | \$ 500 | \$ (500) | \$ - |
| Ground Transportation | \$ 204,976.70 | | \$ 302,200 | \$ (25,596) | \$ 276,604 |
| Denver Bus Service | \$ - | | \$ 45,500 | \$ (2,750) | \$ 42,750 |
| Advertising | \$ 4,325.98 | | \$ 5,000 | \$ 727 | \$ 5,727 |
| Travel & Transportation | \$ 207.51 | | \$ 1,200 | \$ (17) | \$ 1,183 |
| D&O Insurance | \$ 3,238.00 | | \$ 3,500 | \$ (262) | \$ 3,238 |
| Meals & Lodging | \$ 227.88 | | \$ 3,500 | \$ (2,622) | \$ 878 |
| Dues & Meetings | \$ 3,229.25 | | \$ 4,000 | \$ (770) | \$ 3,230 |
| Repair & Maintenance - Vehicles | \$ 15,084.45 | | \$ 40,000 | \$ (2,000) | \$ 38,000 |
| Fuel | \$ 40,388.21 | | \$ 62,300 | \$ (6,079) | \$ 56,221 |
| Equip & Furn under \$1,000 | \$ 64.94 | | \$ - | \$ 292 | \$ 292 |
| Capital Costs | \$ 64,724.36 | | \$ 389,754 | \$ (325,030) | \$ 64,724 |
| Interest | \$ 2,952.08 | | \$ 5,000 | \$ (1,184) | \$ 3,816 |
| Treasurer's Fees | \$ 17,925.32 | | \$ 16,000 | \$ 5,044 | \$ 21,044 |
| Transfer to General Fund | \$ 17,504.00 | | \$ 26,256 | | \$ 26,256 |
| Principle Payments | \$ 100,000.00 | | \$ 250,000 | | \$ 250,000 |
| Total Expenses | \$ 1,202,552.10 | | \$ 1,924,828 | | \$ 1,569,973 |
| Revenues Over (Under) Expenses | \$ (115,489.72) | | \$ (89,719) | | \$ (105,355) |
| Balance Remaining | \$ 206,717.15 | | \$ 230,281 | | \$ 216,852 |
| Revenues Received after Report | \$ 13,218.00 | (\$7,618 Operating Grant | | | |
| Principle Payments after Report | \$ (150,000.00) | + \$3,008 CASTA refund+\$2,592 CB South) | | | |
| Net Balance - Remaining | \$ 69,935.15 | | | | |

Report shows posted revenues through July & expenditures through August

Report prepared by Scott Truex with information from the County Finance department on September 30, 2010

RESOLUTION NO. 3

SERIES 2010

A RESOLUTION AUTHORIZING THE BOARD CHAIRPERSON TO EXECUTE THE NECESSARY DOCUMENTS TO ESTABLISH A LINE OF CREDIT IN THE AMOUNT OF \$260,000 WITH THE COMMUNITY BANKS OF COLORADO ON BEHALF OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY.

WHEREAS, the Gunnison Valley Transportation Authority (the Authority) is a validly existing body corporate and politic under and by virtue of the laws of the State of Colorado; and

WHEREAS, the Authority has entered into contracts with certain airlines to obtain air service into the Gunnison/Crested Butte Regional Airport; and

WHEREAS, the contracts require payments beyond current fund balances; and

WHEREAS, the Authority finds that the most economical way to obtain funds to make the required payments is to obtain a line of credit; and

WHEREAS, the Authority has the statutory authority to request a line of credit.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY that the Board Chairperson, Jonathan Houck, is hereby authorized to sign and deliver such documents as are necessary to obtain a line of credit in the amount of \$260,000 at a maximum interest rate of 6.5% from the Community Banks of Colorado.

INTRODUCED, READ AND ADOPTED THIS 8th DAY OF OCTOBER, 2010.

ATTEST:
AUTHORITY

GUNNISON VALLEY TRANSPORTATION

Leah Williams, Secretary
of the Board

By: _____
Jonathan Houck, Chairperson of

CERTIFICATION

I hereby certify that the above is a true and complete copy of Resolution No. 3, Series 2010 which was duly adopted by the Board of Directors at its regular meeting on October 8, 2010.

Leah Williams, Secretary

Exhibit A
**Scope of services
For Airplanners LLC and RTA**

Execute an Overall Review of the Program

- Aid in the development of a community/committee communication system.
- Review the current research available from the studies that are available.
- Coordinate and organize airline meetings when requested
- There will be a review of the contract with the BOD in January 2012

Develop an Airline Service Program

- Develop a strategy for airline selection, hub city and type of aircraft.
- Negotiate minimum revenue guarantee-or other types of service contracts with the airlines.
- Work with the RTA in developing a long-term management plan for the program including providing transition assistance if the decision is made to bring these services in-house.
- Offer air service options to the RTA when available or requested

Air Service Management

- Development of an airline reporting system that focuses on load factors, revenue/yield management, and origination and destination reports all of which are integral to the overall success of any airline service.
- Load Factors – Create an advanced load factor report by day of week and by month that will be managed by the airport authority.
- Revenue/yield management - Develop for each market a route and cost analysis report showing break-even point based on yields, fixed cost variable, revenue credit etc. Coordinate retail ticket pricing with the airlines and assist with watching retail pricing.
- Origination and Destination Reports – This report will be created by flight and by airline to show where consumers originate. The information is used to determine the feasibility of the service.
- Identify key times to offer Internet only fares and last minute excursion fares.

Services needed beyond the scope of this proposal

Items listed below are services not included in this agreement, however Airplanners can advise.

- Fund raising, budgeting, and accounting.
- Execution of the marketing plan
 - Sales
 - Public Relations
 - Advertising
 - Alliance coordination
 - Special Promotions

Exhibit A: POSITION DESCRIPTION

Job Title: Executive Director, Gunnison Valley Transportation Authority

Organization: Gunnison Valley Rural Transportation Authority

General Purposes: Plans, directs, coordinates and monitors the day-to-day activities and operations of the Rural Transportation Authority; the duties include general planning of year round air and ground transportation, working with Airplanners, LLC in negotiations with airlines, communications to stakeholders, marketing plan coordination, coordination with the airport, budget development, financial projections, strategic planning, revenue/yield management, public relations, contract negotiations and report development.

Supervision Received: Works under the broad policy guidance of the Gunnison Valley Rural Transportation Authority Board of Directors.

Essential Duties and Responsibilities:

Plans, directs, coordinates and monitors the air and ground transportation programs developed by the RTA; reviews and recommends contracts, makes recommendations regarding air and ground transportation service.

In conjunction with Airplanners, Inc., develops an ongoing year round air service plan with airlines using available research and input from stakeholders.

Negotiates contracts and letters of credits.

Drafts contracts, bid documents and Request for Proposals.

Presents and communicates to the stakeholders, community and press the air and ground service plan and strategies.

Aids in the development of business alliances with major companies in target market areas.

Develops and writes grants related to air and ground transportation.

Prepares and recommends annual budget, monitors budget and ensures monies received are spent in compliance with expenditures of public funds, grant requirements and funding contracts.

Manages grant programs and submits requests for reimbursement to the granting entities.

Prepares budget forecasts in relationship to contract commitments.

Develops an on-going research program including passenger and economic input from the air service.

Monitors web sites for accuracy regarding air and ground transportation and attempts to rectify any inaccuracies.

Attends RTA Board meetings, develops agenda in conjunction with chairperson, develops Board packets, maintains records of the RTA.

Monitors use of Airline Industry Tickets for RTA purposes including marketing, business travel, trades, and other purposes benefiting the RTA.

Performs other related duties as required.

| Ridership on the RTA Gunnison - Crested Butte Route | | | | | | | | | | | |
|---|-----------|--------|-----------|--------|------|----------|---------|-----------|-----------|-----------|---------------|
| Year | Month | Riders | Bus Trips | Miles | Days | Riders | | Riders | Bus Trips | Riders | Total |
| | | | | | | per trip | per day | Last Year | Last Year | Last Year | Riders Change |
| 2010 | January | 15,050 | 644 | 21,888 | 31 | 23.37 | 485.5 | 15,829 | 684 | 23.14 | (779) |
| 2010 | February | 13,446 | 574 | 18,368 | 28 | 23.43 | 480.2 | 13,060 | 622 | 21.00 | 386 |
| 2010 | March | 12,853 | 630 | 20,160 | 31 | 20.40 | 414.6 | 12,434 | 682 | 18.23 | 419 |
| 2010 | April | 3,951 | 238 | 7,616 | 30 | 16.60 | 131.7 | 3,954 | 260 | 15.21 | (3) |
| 2010 | May | 2,206 | 186 | 5,952 | 31 | 11.86 | 71.2 | 2,029 | 222 | 9.14 | 177 |
| 2010 | June | 3,311 | 180 | 5,760 | 30 | 18.39 | 110.4 | 3,037 | 360 | 8.44 | 274 |
| 2010 | July | 3,146 | 186 | 5,952 | 31 | 16.91 | 101.5 | 3,913 | 371 | 10.55 | (767) |
| 2010 | August | 2,849 | 186 | 5,952 | 31 | 15.32 | 91.9 | 3,228 | 323 | 9.99 | (379) |
| 2010 | September | 2,391 | 180 | 5,760 | 30 | 13.28 | 79.7 | 2,194 | 180 | 12.19 | 197 |
| Total | | | | | | | | | | | |
| | | 59,203 | 3,004 | 97,408 | 273 | 19.71 | 216.9 | 59,678 | 3,704 | 16.11 | (475) |

| April - November, 2010 Ridership including CB South Stops | | | | | | | | | | | | | |
|---|-----------|-------------------|------------------------|-----------------------|-------------------------|---------------------|-------------------|------------------------|-----------------------|----------------|-----------------|------------|--|
| Month | # of days | Total | | | Riders | | | | | Total Riders | CB South Riders | % CB South | |
| | | Northbound Riders | Riders Off in CB South | Riders On in CB South | Total Southbound Riders | Riders On in Mt. CB | Riders On in C.B. | Riders Off in CB South | Riders On in CB South | | | | |
| April | 26 | 1,062 | 58 | 72 | 981 | 324 | 588 | 90 | 69 | 2,043 | 289 | 14.15% | |
| May | 31 | 1,213 | 72 | 113 | 993 | 276 | 645 | 101 | 72 | 2,206 | 358 | 16.23% | |
| June | 30 | 1,843 | 83 | 220 | 1,468 | 483 | 869 | 151 | 116 | 3,311 | 570 | 17.22% | |
| July | 31 | 1,686 | 76 | 191 | 1,460 | 567 | 806 | 126 | 87 | 3,146 | 480 | 15.26% | |
| August | 31 | 1,546 | 66 | 196 | 1,303 | 477 | 718 | 128 | 108 | 2,849 | 498 | 17.48% | |
| September | 30 | 1,258 | 43 | 117 | 1,133 | 424 | 631 | 114 | 78 | 2,391 | 352 | 14.72% | |
| Total | | | | | | | | | | | | | |
| | 179 | 8,608 | 398 | 909 | 7,338 | 2,551 | 4,257 | 710 | 530 | 15,946 | 2,547 | 15.97% | |
| Daily Averages | | | | | | | | | | | | | |
| | | Average | | | Average | | | | | Average Riders | CB South Riders | | |
| | | Northbound Riders | Riders Off in CB South | Riders On in CB South | Total Southbound Riders | Riders On in Mt. CB | Riders On in C.B. | Riders Off in CB South | Riders On in CB South | | | | |
| April | | 40.8 | 2.2 | 2.8 | 37.7 | 12.5 | 22.6 | 3.5 | 2.7 | 78.6 | 11.1 | | |
| May | | 39.1 | 2.3 | 3.6 | 32.0 | 8.9 | 20.8 | 3.3 | 2.3 | 71.2 | 11.5 | | |
| June | | 61.4 | 2.8 | 7.3 | 48.9 | 16.1 | 29.0 | 5.0 | 3.9 | 110.4 | 19.0 | | |
| July | | 54.4 | 2.5 | 6.2 | 47.1 | 18.3 | 26.0 | 4.1 | 2.8 | 101.5 | 15.5 | | |
| August | | 49.9 | 2.1 | 6.3 | 42.0 | 15.4 | 23.2 | 4.1 | 3.5 | 91.9 | 16.1 | | |
| September | | 41.9 | 1.4 | 3.9 | 37.8 | 14.1 | 21.0 | 3.8 | 2.6 | 79.7 | 11.7 | | |
| Total | | | | | | | | | | | | | |
| | | 48.1 | 2.2 | 5.1 | 41.0 | 14.3 | 23.8 | 4.0 | 3.0 | 89.1 | 14.2 | | |