

MEETING NOTICE

The next meeting of the Gunnison Valley Rural Transportation Authority will be:

April 10, 2009 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 RURAL TRANSPORTATION AUTHORITY
April 10 2009
8:00 A.M. – CRESTED BUTTE COUNCIL CHAMBERS

- 8:00 A. INTRODUCTION
- 8:01 B. APPROVAL OF THE MARCH, 2009 MINUTES
- 8:03 C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- 8:08 D. CORRESPONDENCE
 - 1)

GENERAL RTA ISSUES

- 8:10 E-1. OLD BUSINESS
 - 1) 2010 Budget discussion - reduction of funding to air service and/or ground transportation due to decrease in funding and fund balance

- 8:30 F-1. NEW BUSINESS
 - 1) Report from Tourism Association
 - 2) Comments from Citizen Advisory Committee

AIR SERVICE ISSUES

- 8:40 E-2. OLD BUSINESS
 - 1) 2008-2009 air service discussion
 - 2) Greeters at the airport

- F-2. NEW BUSINESS
 - 1) 2009-2010 air service discussion (possible executive session after regular agenda to discuss negotiations.)

GROUND TRANSPORTATION ISSUES

- 9:30 E-3. OLD BUSINESS
 - 1) Gunnison – CB service update
 - 2) Mechanical Issues – update & draft letter to Cummins and NABI
 - 3) Summer 2009 service
 - 4) Ohio Creek park & ride discussion

- 9:50 F-3. NEW BUSINESS
 - 1) Transportation Plan Update – Chapter 1 (Introduction and Key Issues) and Chapter 2 (Trends and Conditions) - discussion

10:25 G. COMMENTS FROM BOARD MEMBERS

10:30 H. PUBLIC COMMENT PERIOD

I. ADJOURNMENT

Next Meeting – May 15th, 8:00 a.m. in Gunnison

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

Gunnison Valley Rural Transportation Authority
Meeting Minutes
March 20, 2009

Members Present:

Scott Truex, Executive Director
Kent Myers, Airplanners LLC
Jim Starr, Gunnison County
Stu Ferguson, City of Gunnison
Jonathan Houck, City of Gunnison
Kimberly Metsch, Town of Crested Butte
Skip Berkshire, Town of Crested Butte
William Buck, Town of Mt. Crested Butte
Bill Babbitt, 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 Mountain Resort, the Office for Resource Efficiency (ORE), the Gunnison-Crested Butte Regional Airport, the RTA Citizens Advisory Committee, and Alpine Express.

A. INTRODUCTION: The meeting was called to order by Jim Starr.

B. APPROVAL OF THE February 2009 MINUTES: Bill Babbitt moved to approve the minutes of the February RTA meeting. William Buck seconded the motion. The motion passed unanimously.

C. EXECUTIVE DIRECTOR'S FINANCIAL REPORT: Scott Truex noted that revenues for January were down about 18% from budget.

D. CORRESPONDENCE: None

GENERAL RTA ISSUES

E-1. OLD BUSINESS:

1. Reschedule May meeting: After a brief discussion it was agreed to schedule the May meeting for the 15th.

2. Presentation from ORE – Energy Action Plan: Maya Silver from ORE presented a summary of Energy Action Planning efforts being led by ORE. She focused most of her presentation on transportation issues noting that 40% of Gunnison Valley greenhouse gas emissions are attributable to transportation. She then summarized the goals, principles, programs, and challenges for reduction of transportation greenhouse gases in the future.

F-1. NEW BUSINESS:

1. 2010 Budget discussion (executive session to discuss contract negotiations with CBMR): This topic was deferred until the end of the meeting.
2. Report from the Tourism Association: A brief written report of Tourism Association activities was included in the RTA meeting package.
3. Report from the Citizen Advisory Committee: None

AIR SERVICE ISSUES

E-2. OLD BUSINESS

1. **2008-2009 Air Service Discussion:** Kent noted that we have sold over 2000 more seats this season compared to last season. He also reminded everyone that AA will continue flying until April 6th. The RTA has not yet received current financials from UA. Kent then presented 'reliability' data that he requested from the airlines: 51% of UA flights in December of 07/08 were more than 15 minutes late compared to 57% in 08/09; for February it was 20% in 07/09 and 8% in 08/09. The take home message is that flight delays are directly tied to weather. Kent also summarized a recent meeting with WSC regarding support for future RTA surveys and research. Scott and Kent will continue to work with WSC on this effort.
2. **Greeters at the airport:** Jeff Moffett summarized CBMRs efforts this season providing greeters at the airport.
3. **Request from John DeVore to sponsor the meeting of Colorado Airport Operators:** John DeVore summarized the upcoming meeting and the request for support. After a brief discussion Skip Berkshire moved to authorize \$500 for RTA support to the meeting. Jim Starr seconded the motion. The motion passed unanimously.

F-2. NEW BUSINESS

1. 2009-2010 air service discussion: Kent reviewed a summary of different resort air programs compared to that of GUC. He also presented an overview of resort demographics and air service funding.
2. Airport discussion: John DeVore noted that the Gunnison Airport will be moving the baggage screening function out of the public area. Members of the Board noted the need to have restrooms inside the secure area. John also discussed upcoming issues in the general aviation sector.

3. FAA reauthorization letter: Scott and John explained the purpose of the RTA sending a letter expressing concerns about the upcoming FAA reauthorization bill. Bill Babbitt moved to send a letter as we did last year. Stu Ferguson seconded the motion. The motion passed unanimously.

GROUND TRANSPORTATION ISSUES

E-3. OLD BUSINESS

1. Gunnison-CB service update: Scott reported that ridership was up **46%** in January (~16,000 riders) and that February ridership was up **10%** over last year.

2. Mechanical Issues - update: Jim Starr summarized the latest impasse with the bus engine manufacturer regarding the warranty on one of the bus engines. More information will be presented at the next meeting.

F-3. NEW BUSINESS

1. Summer 2009 service: Scott presented several options for bus service this summer. The board discussed each of the options and deferred any decision until the next meeting.

2. Ohio Creek Park & Ride discussion: Scott reported that work has begun on the Ohio Creek intersection. A current issue is coordination of efforts by the County before we move forward with the FTA funded effort. Scott will continue to follow this issue.

G. COMMENTS FROM BOARD MEMBERS: None

H. PUBLIC COMMENT PERIOD: None

Kimberly Metsch moved to go into executive session for discussion of negotiation issues. Jonathan Houck seconded the motion. The motion passed unanimously. No action was taken following the executive session.

I. ADJOURNMENT: The meeting was adjourned

The next meeting is scheduled for Friday, April 10th, 8:00 am in Crested Butte.

Gunnison Valley Transportation Authority
Financial Report - February 2009

Revenues	Actual Rev. & Board Approved Revisions				
	2009 Actual	2009 Budget	2009 Board Approved Revisions	2009 Revised Budget	% of Budget
Starting Fund Balance 1/1	\$ 635,277.00	\$ 635,277		\$ 635,277	
Jan	\$ 86,152.67	\$ 104,500	\$ (18,347)	\$ 86,153	82.4%
Feb		\$ 94,800		\$ 94,800	0.0%
Mar		\$ 109,900		\$ 109,900	0.0%
April		\$ 62,600		\$ 62,600	0.0%
May		\$ 66,700		\$ 66,700	0.0%
June		\$ 106,000		\$ 106,000	0.0%
July		\$ 136,400		\$ 136,400	0.0%
Aug		\$ 128,500		\$ 128,500	0.0%
Sept		\$ 106,100		\$ 106,100	0.0%
Oct		\$ 80,000		\$ 80,000	0.0%
Nov		\$ 80,000	\$ (23,000)	\$ 57,000	0.0% *based upon 2008
Dec		\$ 124,500	\$ (17,500)	\$ 107,000	0.0% *based upon 2008
Year to Date Tax Revenues	\$ 86,152.67	\$ 104,500		\$ 86,153	100.0%
Full Year - Tax Revenues	\$ 86,152.67	\$ 1,200,000		\$ 1,141,153	7.5%
Other Revenues					
RTA Tax - Clerk	\$ 383.12	\$ 10,000		\$ 10,000	3.8%
Denver Bus Partners	\$ 24,000.00	\$ 29,500		\$ 29,500	81.4%
Operating Grant	\$ -	\$ 118,000		\$ 118,000	0.0%
Capital Grant	\$ -	\$ 240,000		\$ 240,000	0.0%
Interest Revenue	\$ 370.23	\$ 13,307		\$ 13,307	2.8%
Total Revenue	\$ 110,906.02	\$ 1,610,807		\$ 1,551,960	7.1%
Expenses					
Postage	\$ 1.34	\$ 100		\$ 100	1.3%
Photocopies	\$ -	\$ 20		\$ 20	0.0%
Professional Services - Truex	\$ 16,800.00	\$ 67,200		\$ 67,200	25.0%
Professional Services - Airplanners	\$ 17,726.15	\$ 72,000		\$ 72,000	24.6%
Professional Services - Landwehr	\$ 435.00	\$ 10,800		\$ 10,800	4.0%
Professional Services - Levy	\$ 830.00	\$ -	\$ 830	\$ 830	100.0%
Audit Cost	\$ -	\$ 3,000		\$ 3,000	0.0%
Revenue Collection Fee	\$ -	\$ 15,000		\$ 15,000	0.0%
Airline Guarantees	\$ -	\$ 800,000		\$ 800,000	0.0%
Airline Startup Costs	\$ -	\$ -	\$ 55,000	\$ 55,000	0.0%
Fees	\$ 7.01	\$ 150		\$ 150	4.7%
Donations	\$ -	\$ -	\$ 500	\$ 500	0.0%
Ground Transportation	\$ 102,585.16	\$ 411,335		\$ 411,335	24.9%
Denver Bus Service	\$ 17,231.44	\$ 43,500		\$ 43,500	39.6%
Advertising	\$ 5,745.98	\$ 5,000	\$ 6,000	\$ 11,000	52.2%
Travel & Transportation	\$ 3,533.03	\$ 1,200	\$ 3,300	\$ 4,500	78.5%
D&O Insurance	\$ 3,238.00	\$ 3,500		\$ 3,500	92.5%
Meals & Lodging	\$ 1,257.89	\$ 3,500	\$ 1,000	\$ 4,500	28.0%
Dues & Meetings	\$ 3,230.25	\$ 3,500		\$ 3,500	92.3%
Repair & Maintenance - Vehicles	\$ 10,239.07	\$ 20,000	\$ 9,000	\$ 29,000	35.3%
Fuel	\$ 15,117.29	\$ 148,000		\$ 148,000	10.2%
Vehicles	\$ -	\$ -	\$ 12,000	\$ 12,000	0.0%
Construction Costs	\$ -	\$ 300,000		\$ 300,000	0.0%
Treasurer's Fees	\$ 1,882.39	\$ 12,000		\$ 12,000	15.7%
Transfer to General Fund	\$ 2,520.00	\$ 15,120		\$ 15,120	16.7%
Total Expenses	\$ 202,380.00	\$ 1,934,925		\$ 2,022,555	10.0%
Revenues Over (Under) Expenses	\$ (91,473.98)	\$ (324,118)		\$ (470,595)	
Balance Remaining	\$ 543,803.02	\$ 311,159		\$ 164,682	

Report shows posted revenues through January & expenditures through February

Correspondence:

Hi Scott & Stu-

I am writing to you to discuss the Summer 2009 bus schedule. We moved down to Gunnison a year ago and really appreciate the RTA's effort to make it easy to commute by bus. My wife Andrea rides the RTA bus daily to the Town of Crested Butte, and I ride about once a week. We thought this winter's schedule was awesome and very frequent. Summer 2009's schedule, however, is not so frequent.

After riding the RTA for a whole year, we have the following observations:

- 1) CBMR has a huge ridership of workers in the winter ONLY
- 2) At times, Western State students going skiing can overwhelm winter busses
- 2) Most riders employed in the upper valley work from 8am to 5pm
- 3) About 50% of the summer riders work in the Town of CB
- 4) About 35% of summer riders work in Riverland as landscapers
- 5) About 15% of summer riders work at CBMR

We have the following conclusions:

- 1) Winter schedules are more than adequate for skiers AND workers
- 2) Summer schedules should be designed for workers
- 3) A majority of summer riders work in Town of CB and/or Riverland
- 4) We know that ridership and budget will be down over the summer, so maybe three trips is the correct amount

Since so few CBMR workers ride summer busses, we are wondering if you would consider adjusting summer times by a small amount to make it more convenient to ride to and from the Town of Crested Butte for an 8am to 5pm workday.

This is our proposal:

The Summer 2009 schedule arrives 4-Way Stop at 7:40 am and leaves 4-Way Stop at 5:20 pm. We think it would help a majority of summer riders if the summer busses arrived 4-Way Stop at 7:50 am and left at 5:10pm. This proposal only adjusts the schedule by 10 minutes and still allows 8am-5pm workers at CBMR to ride the bus. This assumes it takes the bus 7 minutes to drive between Mt. CB and Town of CB.

This proposal only adjust the schedule by ten minutes, but it results in a time savings of 100 MINUTES PER WEEK for daily riders who work in Riverland and Town of CB. Let me know what you think....please email me when you have a chance.

<http://www.gunnisonvalleyrta.org/index-spring09.php>

Sincerely,
Stephen Jessoe, PLS
All County Survey, Inc.
www.allcountysurvey.com
970-349-9400

Scenarios for the 2010 budget.

Assumptions are that sales tax revenues remain flat (however January was down 18%) and that contract costs and fuel costs to run the service remain flat.

Gunnison Valley RTA 2010 Budget Options	
Projected Operating Revenues:	
Sales Tax	\$ 1,100,000
RTA Tax - Clerk	\$ 10,000
Denver Bus Partners	\$ 29,500
Bus Operating Grant	\$ 118,000
Interest Revenue	\$ 13,000
Total Revenues	\$ 1,270,500
Operating Expenditures without RTA buses or air service	
Professional Services - Truex	\$ 67,200
Professional Services - Airplanners	\$ 72,000
Professional Services - Landwehr	\$ 10,800
Audit Cost	\$ 3,000
Revenue Collection Fee	\$ 15,000
Denver Bus Service	\$ 43,500
Advertising	\$ 5,000
Travel & Transportation	\$ 1,200
D&O Insurance	\$ 3,500
Meals & Lodging	\$ 3,500
Dues & Meetings	\$ 3,500
Treasurer's Fees	\$ 12,000
Transfer to General Fund	\$ 15,120
	\$ 255,320
Operating Revenues over Operating Expenditures left for air and bus service	\$ 1,015,180

- Scenario 1 No bus service
- Scenario 2 Very limited bus service (i.e. five trips per day - winter only)
- Scenario 3 Six trips per day in winter - three trips per day rest of year
- Scenario 4 Nine trips per day in winter - three trips per day rest of year
- Scenario 5 Current level of bus service

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Airline Guarantees	\$ 882,000	\$ 800,000	\$ 600,000	\$ 500,000	\$ 400,000
Contracted Bus Service	\$ -	\$ 164,000	\$ 325,000	\$ 374,000	\$ 432,000
Repair & Maintenance	\$ -	\$ 15,000	\$ 20,000	\$ 35,000	\$ 50,000
Fuel	\$ -	\$ 31,000	\$ 58,000	\$ 75,000	\$ 107,000
Total spent on air and bus service	\$ 882,000	\$ 1,010,000	\$ 1,003,000	\$ 984,000	\$ 989,000
Operating Revenues over Operating Expenses	\$ 15,180	\$ 5,180	\$ 12,180	\$ 31,180	\$ 26,180

Under scenarios 1 and 2, we would have to give back some or all of the operating grant.

Ridership on the RTA Gunnison - Crested Butte Route

Year	Month	Riders	Bus Trips	Miles	Days	ADA Trips	Riders per trip	Riders per day	Riders	Change	%
									Last Year		
2008	November	3,455	260	8,320	30	-	13.29	115.2	3,120	335	11%
2008	December	15,837	698	22,336	31	-	22.69	510.9	12,549	3,288	26%
2009	January	15,829	684	21,888	31	-	23.14	510.6	10,867	4,962	46%
2009	February	13,060	622	19,904	28	-	21.00	466.4	11,861	1,199	10%
2009	March	12,434	682	21,824	31	-	18.23	401.1	13,226	(792)	-6%
2009	April										
2009	May										
2009	June										
2009	July										
2009	August										
2009	September										
2009	October										
Total		60,615	2,946	94,272	151	-	20.58	401.4	51,623	8,992	17%

RTA Riders by Time
For January 2009

Leg	Time seq	January			February			March			Total		
		# of pax	# of pax	# of pax	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	Average Riders per Bus	
6:15am GUN to CB	A	345	333	317	11.1	11.9	10.2	11.5					
6:45am GUN to CB	B	1,142	701	870	36.8	25.0	28.1	31.2					
7:15am GUN to CB	C	864	642	700	27.9	22.9	22.6	25.5					
7:30am CB to GUN	D	113	109	94	3.6	3.9	3.0	3.8					
8:00am CB to GUN	E	139	131	137	4.5	4.7	4.4	4.6					
8:15am GUN to CB	F	912	866	740	29.4	30.9	23.9	30.1					
8:30am CB to GUN	G	155	132	159	5.0	4.7	5.1	4.9					
8:45am GUN to CB	H	543	376	379	17.5	13.4	12.2	15.6					
9:15am GUN to CB	I	930	744	650	30.0	26.6	21.0	28.4					
10:00am CB to GUN	J	352	239	248	11.4	8.5	8.0	10.0					
10:45am GUN to CB	K	1,106	934	903	35.7	33.4	29.1	34.6					
12:00pm CB to GUN	L	670	497	431	21.6	17.8	13.9	19.8					
12:45pm GUN to CB	M	772	755	529	24.9	27.0	17.1	25.9					
2:00pm CB to GUN	N	1,259	1073	904	40.6	38.3	29.2	39.5					
2:45pm GUN to CB	O	498	459	402	16.1	16.4	13.0	16.2					
4:15pm CB to GUN	P	1,787	1480	1440	57.6	52.9	46.5	55.4					
4:45pm CB to GUN	Q	1,173	901	793	37.8	32.2	25.6	35.2					
5:00pm GUN to CB	R	520	410	362	16.8	14.6	11.7	15.8					
5:15 pm CB to GUN	S	907	813	687	29.3	29.0	22.2	29.2					
6:15pm CB to GUN	T	556	487	539	17.9	17.4	17.4	17.7					
7:00pm GUN to CB	U	593	559	411	19.1	20.0	13.3	19.5					
8:15pm CB to GUN	V	493	419	439	15.9	15.0	14.2	15.5					
Total		15,829	13,060	12,134	23.14	21.00	19.51	22.12					

Mechanical Issues:

The following three pages are a draft letter to NABI and Cummins regarding our situation. Please look it over and let me know what changes should be made at the meeting. Thanks.



Gunnison Valley Rural Transportation Authority

Scott Truex, Executive Director
P.O. Box 39, Crested Butte, CO 81224
Phone: 970.275.0111
FAX: 970.349.6626
Email: struex@wic.net

April 3, 2009

Mr. Scott Geier
Manager of Field Service
NABI
106 National Drive
Anniston, Alabama 36207

&

Mr. Mike Cary
Service Manager
Cummins Rocky Mountain LLC
8211 East 96th Avenue
Henderson, CO 80640

Dear Mr. Geier and Mr. Cary:

The Gunnison Valley RTA purchased 4 Bluebird/NABI transit buses with funds from the State of Colorado in the winter or 2007-2008 using Senate Bill One transit capital funds. These funds were among the first funds that the State of Colorado had ever obligated for the purchase of transit vehicles for a public transportation entity. We were very honored to receive these funds and felt an obligation to make sure that State of Colorado funds were used wisely.

We went through the procurement process and determined that NABI/Bluebird buses with Cummins engines were the most appropriate vehicles for our project. However, from the first weeks of the buses arrival, we experienced many issues with these vehicles. We then worked closely with both NABI and Cummins to attempt to fix the problems as they arose.

While we were able to resolve most of the issues with the buses, we have been unable to resolve the recurring issues with the Cummins engines in the buses. I have attached a spreadsheet to this letter showing the total warrantable expenses associated with these engines over the past 15 months. These expenses average over \$30,000 per engine and the problems have yet to be resolved. If these expenses continue at the current rate after

the warranties expire, we will be spending \$8,000 per month on engine repairs. This would be over 20% of our transit budget and along with the downtime associated with repairs would severely diminish our ability to serve the citizens and guests of Gunnison County.

We are very concerned about two things:

First, one of our vehicles (#84) is currently in Grand Junction at the Cummins facility awaiting repair. It has been there for over four months. We ask that the vehicle be repaired per the warranty and that it be returned to us as soon as possible. We have been told by Cummins that our operator has done nothing negligent with regards to this vehicle and we therefore see no reason that we should have to pay for this repair. This is either a Cummins warranty issue or a NABI warranty issue and we would like this resolved immediately.

Secondly, we are very concerned about the functionality of these engines over the lifetime of the buses. We purchased vehicles with engines that were on the cutting edge of emissions technology, and we expect that technology to work. These engines have not worked properly since they arrived in Gunnison and we request that the engine warranties be extended for a period of two years so that these issues might be resolved. We cannot afford to pay for and will not pay for the continued problems associated with these engines.

We ask that both of these issues be resolved immediately and that both of you contact us with a plan to address our issues.

We look forward to your response.

Sincerely,

Scott A. Truex
Executive Director

Cc Tom Mauser, CDOT Modal Programs Manager
Eric Ellis, CDOT Transit Unit Manager
Jeffrey Koza, Colorado/West Equipment, Inc.
Stewart Johnson, Alpine Express (AEX, Inc.)
Elena Wilken, Executive Director, Colorado Association of Transit Agencies
The Honorable United States Senator Mark Udall
The Honorable United States Senator Michael Bennet
The Honorable United States Representative John Salazar
The Honorable Colorado State Senator Gail Schwartz
The Honorable Colorado State Representative Kathleen Curry

Bus #	Date of Repair	Nature of Repair	Warranty Amount
81	12/12/2007	ecm module/ hose /spacer	\$1,580.20
81	5/12/2008	recalibrate engine/ regen	\$1,207.20
81	6/9/2008	replace dpf system	\$2,929.55
81	7/2/2008	recalibrate engine recalibrate engine / dyno	\$213.20
81	8/21/2008	test recalibrate engine/ test	\$199.80
81	8/28/2008	dpf	\$235.60
81	12/18/2008	fuel system repair	\$3,965.14
81	12/22/2008	fuel system repair Crank case pressure sensor failed/turbo clock	\$7,115.80
81	2/16/2009	clean campaign turbocharger reclock	\$1,110.02
81	3/3/2009	(Cummins campaign) replace injectors and dpf	\$638.91
81	3/3/2009	system	\$10,020.94
81	3/9/2009	fuel system repair	\$1,438.66
81	3/23/2009	leaking fuel lines	\$941.48
81	6/27/2009	recalibrate engine	\$198.20
		sub total	\$31,794.70
82	12/10/2007	dpf system regen	\$165.00
82	4/9/2008	recalibrate engine	\$1,092.60
82	5/12/2008	ecm recalibrate	\$1,102.50
82	5/29/2008	fuel system repair	\$1,456.49
82	7/3/2008	recalibrate engine	\$899.35
82	10/16/2008	recalibrate engine	\$187.48
82	12/23/2008	recalibrate engine	\$705.30
82	2/16/2009	fuel system repair	\$1,932.08
82	3/3/2009	injectors	\$11,387.51
82	3/3/2009	dpf replace system	\$4,520.19
		sub total	\$23,448.50
		regen dpf/recalibrate	
83	12/27/2007	engine/ wiring issue	\$383.33
83	1/8/2008	cac/egr/ dpf replace dpf recalibrate	\$1,218.95
83	5/12/2008	engine reset dpf filter regen	\$5,082.23
83	6/24/2008	engine	\$1,104.10
83	7/25/2008	injectors	\$1,934.81
83	9/5/2008	dpf	\$3,611.81
83	9/22/2008	recalibrate engine recalibrae engine/	\$156.80
83	9/24/2008	change parameters	\$374.40
83	10/9/2008	fuel system repair	\$809.13
83	10/10/2008	fuel system repair	\$1,333.94
83	12/11/2008	fuel system repair	\$615.32
83	2/17/2009	injectors/ replace dpf turbocharger reclock	\$13,403.91
83	2/25/2009	(Cummins campaign) 559 code (fuel pressure fault) repair fuel leak # 3	\$1,665.74
83	3/23/2009	injector.	\$560.22
		subtotal	\$32,254.69
84	1/14/2008	electrical/ air problems regen dpf/recalibrate	\$823.33
84	2/21/2008	engine/ wiring issue	\$1,325.45
84	4/9/2008	recalibrate engine/regen	\$2,577.67
84	7/3/2008	egr failure	\$2,835.55
84	9/17/2008	dpf replace system rebuild engine/broken	\$4,065.81
84	12/12/2008	ring	\$7,686.67
		sub total	\$19,314.48
		Grand Total	\$106,812.37 + \$15,000 - \$20,000 = \$121,812 - \$126,812

84 under repair/ estimate repair cost at 15,000- 20,000

RTA Riders by time
June 2 through July 31, 2008

Two Month Totals
riders by run

	Total for 2 Months	Avg per run
zw, 6:45am GUN to CB, B	1,875	31.3
zw, 8:00am CB to GUN, E	318	5.3
zw, 8:45am GUN to CB, F	470	7.8
zw, 10:00am CB to GUN, H	246	4.1
zw, 10:45am GUN to CB, K	524	8.7
zx, 12:00pm CB to GUN, L	434	7.2
zx, 12:45pm GUN to CB, M	502	8.4
zx, 2:00pm CB to GUN, N	563	9.4
zx, 2:45pm GUN to CB, O	592	9.9
zx, 4:15pm CB to GUN, R	1,269	21.2
zx, 5:00pm GUN to CB, S	337	5.6
zx, 6:15pm CB to GUN, V	637	10.6
zx, 7:00pm GUN to CB, W	295	4.9
zx, 8:15pm CB to GUN, X	689	11.5
zy, 7:45am GUN to CB, D	769	12.8
zy, 9:00am CB to GUN, G	190	3.2
zz, 4:00pm GUN to CB, Q	414	6.9
zz, 5:15 pm CB to GUN, T	1,289	21.5
Totals	11,413	21.1

Based upon the above information, I attempted to come up with the schedule that would meet the needs of most people. The schedule options are on the next page. Option B was an attempt to “flatten” the schedule so there was not too much of a gap during the day. It is not cost effective, so I recommend either option A, C, or D. From a financial standpoint, option D is obviously the most conservative and would meet a lot of peoples’ commuting needs. Option A is a middle ground option which provides twice the service for 50% more cost. Option C adds \$20,000 for one more run (up-valley at 11 and down-valley at noon.)

Cost of Summer Service May 25 - September 7, 2009

Option	# of round trips	Contract cost per trip	Fuel at \$ 2.50	Cost per day	# of days	Surcharge	Total Cost	Cost per Trip
A	6	\$ 961	\$ 186	\$ 1,147	106	\$ -	\$ 121,582	191.17
B	6	\$ 1,121	\$ 186	\$ 1,307	106	\$ -	\$ 138,542	217.83
C	7	\$ 1,121	\$ 217	\$ 1,338	106	\$ -	\$ 141,828	191.14
D	3	\$ 658	\$ 93	\$ 751	106	\$ 3,198	\$ 82,804	250.33

Option A:

Departs from

Gunnison Mt. CB

7:00 AM
 8:00 AM 8:00 AM
 9:00 AM 9:00 AM
 10:00 AM
 3:00 PM
 4:15 PM 4:15 PM
 5:15 PM 5:15 PM
 6:15 PM

Option B:

Departs from

Gunnison Mt. CB

7:00 AM
 8:00 AM 8:00 AM
 11:00 AM 12:00 PM
 1:00 PM 2:00 PM
 3:00 PM 4:15 PM
 5:15 PM 5:15 PM
 6:15 PM

Option C

Departs from

Gunnison Mt. CB

7:00 AM
 8:00 AM 8:00 AM
 9:00 AM 9:00 AM
 10:00 AM
 11:00 AM 12:00 PM
 3:00 PM
 4:15 PM 4:15 PM
 5:15 PM 5:15 PM
 6:15 PM

Option C

Departs from

Gunnison Mt. CB

7:00 AM 8:00 AM
 11:00 AM 12:00 PM
 4:15 PM 5:15 PM