Meeting Notice

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

November 7, 2025, at 8:00 a.m.
In the Commissioners' Room
located in the Gunnison County Courthouse,
200 East Virginia Avenue in Gunnison.

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.com/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.

STRUEX@GUNNISONVALLEYRTA.ORG
(970) 275-0111

WE MOVE YOU!
PO BOX 39, CRESTED BUTTE, CO 81224

AGENDA – NOVEMBER 7, 2025
GUNNISON VALLEY TRANSPORTATION AUTHORITY
GUNNISON COUNTY COURTHOUSE
COUNTY COMMISSIONERS' ROOM – 8:00 A.M.

8:00 A. INTRODUCTION

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

B. ADOPTION OF THE AGENDA
C. APPROVAL OF SEPTEMBER 26, 2025 MEETING MINUTES
D. FINANCIAL REPORT
E. CORRESPONDENCE - None
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued

3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – Andrew Sandstrom
5) Air service update – Bill Tomcich
6) Executive Director's report – Scott Truex
7) Request for bus route change in Gunnison – moving the route from Georgia Avenue to Virginia Avenue between Teller St. and Colorado St. – discussion – Scott Truex – **motion and decision requested**
8) Facility at 301 W. Tomichi Avenue – update on grant contract and discussion – Scott Truex
9) Update on proposed amendments to initial GVRTA Intergovernmental Agreement – Scott Truex
10) Update on contract with CDOT for second daily Bustang Outrider service between Crested Butte and Denver – Scott Truex – **possible motion and decision requested**
11) Changing form of meeting minutes – Scott Truex and Leia Morrison – discussion and new staff recommendation

9:05 G. PUBLIC COMMENT PERIOD

9:10 H. COMMENTS FROM BOARD MEMBERS & STAFF

9:15 I. NEW BUSINESS

1) Request for approval of bus window art – Upper Gunnison River Water Conservancy District – Sue Earling & Scott Truex – **motion and decision requested**
2) Planning for possible future bus service to Montrose – Scott Truex – discussion

3) Request from Gunnison County to fund local match for building new bus stops at Brush Creek Rd. as part of the new roundabout/underpass project. Scott Truex – **motion and decision requested**
4) GVRTA 2026 Budget – Scott Truex – discussion & **motion and decision requested**
5) 2026 – 2030 GVRTA Five-year Financial Plan – Scott Truex – discussion & **motion and decision requested**
6) Executive session to discuss contract negotiations with Truex Management Services
7) Authorization for the Board Chair to sign a contract with Truex Management Services, Inc. to provide management services for the GVRTA beginning January 1, 2026 – Matt Schwartz & Scott Truex – **motion & decision requested**

10:45 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated. Next meeting – November 7th at 8:00 a.m. in the Gunnison County Courthouse.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

September 26, 2025

Town of Crested Butte Town Council Chambers

A. INTRODUCTION

Matt Schwartz called the meeting to order at 8:00 am

Board members in attendance: Nicholas Kempin, Anna Fennerty, Diego Plata, Laura Puckett Daniels, Matt Schwartz, Steve Morris, Ian Billick (ZOOM), Liz Smith

Scott Truex, Leia Morrison, Mike Patterson (ZOOM), Bill Tomcich, Dean Herrera, Kim Bolling (ZOOM), Andrew Sandstrom, JD Crichton (ZOOM), Kathleen Fogo (ZOOM), Carlos G, and community members are also present.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF THE AUGUST 8, 2025 MEETING MINUTES
D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

Diego Plata ***moved to approve the consent agenda.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS CONTINUED

3) Airport Update - no report

4) Tourism and Prosperity Partnership (TAPP) report

Andrew Sandstrom reported that winter marketing kicked off last week and that overall, winter is pacing slightly ahead of last year.

5) Air Service Update

Bill Tomcich informed the board that he met with United Network Planning yesterday and that they talked specifically about the Gunnison Flight Program, and that they are very pleased, and in fact, they want to plan on a future visit here for one of these meetings. Tomcich updated the board on the winter schedule and said that GUC is back down to two flights a day, through the rest of November. After December 18th, we will be back to 3 flights a day from Denver and daily service from Houston. He also reported that we are going to have an opportunity to utilize some of the SCASD funds by repurposing this grant that was intended for summer DFW service and applying it towards the Chicago flight in the winter. Tomcich said that we now have a total of 22 round-trip flights scheduled for this winter on 11 weekends, so that's Fridays and Saturdays inbound, returning on Saturdays and Sundays. Bill also reported that there are only a total of 24 Airbus 319s that have special performance modifications, including special engines, and that many are coming up for maintenance this year. Because of this, unfortunately, they're going to be forced to down-gauge the Gunnison service for 2019 to twice-daily flights on a CRJ700 aircraft. This is an unfortunate step backwards in potential reliability, and there will be a reduction in capacity during the holidays.

6) Executive Director's report
Scott Truex updated the board on some changes to the on-transit alerts. He also introduced Steve Anderson as the new chief mechanic in Gunnison. The new website will be live next week. Truex reported that since we will be increasing the size of our diesel fleet, we are looking into the possibility of putting a diesel fueling station on our property across the alley from our maintenance facility. He will bring the board a proposal to consider at a future meeting.

7) Facility at 301 W. Tomichi Avenue
Truex followed up with the GVRTA's attorney regarding our protection in the event of an underestimate of costs and learned that we are covered, in that the architect would be required to redesign the project if we wanted them to do that. Truex is still waiting on a grant contract from CDOT. There was a discussion about the lack of communication and the time it takes for CDOT to grant contracts.

8) Update on proposed amendments to the initial GVRTA Intergovernmental Agreement.
Scott Truex reported that we are working through comments. Truex hopes to be able to send a new IGA to all of the jurisdictions for adoption shortly.

9) Update on changing the form of meeting minutes from written minutes to using a recording of the meeting.
This new form of keeping minutes will include time stamps (with background information), action items, and general minutes with audio. If this is the direction that the board would like to take, the board will be presented with a resolution at the next meeting.

10) Update on contract with CDOT for second daily Bustang Outrider service between Crested Butte and Denver
Truex received a draft scope of work for this contract late last week, and he had and still has many questions for CDOT. This board had committed $71k in this year's budget, and were planning to budget about $107k next year for the second Denver bus; however, the contract came in at $286k per year. When questioned as to how they came to this number, CDOT said that it was because it is 1/8th of the cost of running both round-trips. Truex reported that we won't get a contract fully executed in 2025, so we likely won't be responsible for any costs this year. Since we were sharing the costs with Chaffee County, Truex has asked CDOT to confirm if Chaffee County is still on board for the higher costs. The board decided that the best way to move forward is to ask for a meeting with the original group (including Chaffee County and the director of the DTR) to make sure we are all on the same page and to discuss how to resolve these issues and get to a contract. Truex has also been asked by the board to seek out detailed

information about cost, ridership, and Bustang's plan for the reservation system. There was also discussion of the GVRTA looking into funding and running their own bus service to and from Montrose and potentially pooling resources with other community entities.

G. Public Comment - There was no public comment

H. Comments from Board & Staff - There were no Board or staff comments

I. New Business
1) Update on Bus purchases and the impact of tariffs on bus pricing
Truex reported to the board that the additional costs will be fairly small (adding about 0.6% to the cost of each bus for this year.

2) Request for bus route change in Gunnison – moving the route from Georgia Avenue to Virginia Avenue between Teller St. and Colorado St.
Truex informed the board that there has been a request made from some of the bus drivers who note that Georgia Avenue is narrower than Virginia Avenue and that it can be difficult to make the turn in the winter when cars are parked on the north side of Georgia. Truex reached out to City staff, and they will likely have traffic data to share with us next month. They don't oppose the route change, but they do recommend a public process before making a change.

3) Discussion regarding a possible MOU with Gunnison County for the GVRTA to provide aid and assistance to Gunnison County in the event of an emergency or disaster
Truex will reach out to Mathew Birnie to discuss this possible MOU.

4) GVRTA Draft 2026 Budget and Budget Assumptions
Truex presented some of the highlights, including that he feels it is a conservative budget, that it includes the purchase of four new, larger buses and two smaller buses. This plan also includes the build of the enhanced bus stop and the MRG for Houston and Chicago. This budget also includes $450,000 for senior services, a 41-trip free bus schedule in the winter, and 33 trips during the rest of the year. It also includes a contribution of $50,000 to the county-led LA-135 corridor project, planning project. He reported that total revenues are budgeted at $11.46 million, and expenses at $12.26 million, so it will drop our cash reserves by about $800,000, but we would also increase our capital assets by about $5.6 million. The board discussed that budgeting funds should be set aside for planning for the Brush Creek Intercept lot.

5) 2026 – 2030 Draft GVRTA Five-year Financial Plan 9:35
Truex went over some of the highlights that included increasing round-trip bus service in 2027m upgrading the last two bus stops in Gunnison, and adding a bus stop in CB South. Truex also talked about purchasing buses to replace our current fleet over time, which is highly grant-

dependent. He noted that there is a $500k placeholder in this plan to improve a possible park and ride at Brush Creek in 2028.

6) Executive session to discuss contract negotiations with Truex Management Services

At this point Steve Morris moved and Diego Plata seconded a ***motion that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators as authorized by CRS 24-6-402(4)(e) for the purpose of discussion and negotiations with Truex Management Services for the services of Scott Truex.*** The motion passed 7-1 with Fenerty voting no.

Matt Schwartz stated the following: "This Executive Session is not open to the public, and action may not be taken. It is Friday, September 26th, and the time is 9:43 a.m.

For the record, I am the presiding officer, Matt Schwartz, Board Chair. Present at this Executive Session are the RTA board members in attendance and the following persons: Scott Truex and Kathy Fogo. If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record."

The board moved into executive session at 9:46 a.m.

The executive session was concluded at 10:27 a.m.

Matt Schwartz stated that "For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record." No concerns were stated.

7) Authorization for the Board Chair to sign a contract with Truex Management Services, Inc. to provide management services for the GVRTA beginning January 1, 2026. No action was taken during the Executive Session.

No action was taken

The meeting adjourned at 10:28 am

September, 2025 - Financial Report:

This report was prepared for the GVRTA Board of Directors on October 29, 2025 with information provided by the County Finance Department and shows posted revenues through August, 2025 and expenditures through September, 2025.

Sales Tax Revenues:

Gunnison Valley Transportation Authority
Sales Tax Revenues

Month	2022	2023	2024	Budget 2025	Actual 2025	% vs Budget	% Change 24-25	Projected 2025
Jan	$ 445,739	$ 471,041	$ 471,261	$ 485,000	**$ 458,136.40**	-5.5%	-2.8%	$ 458,136
Feb	$ 464,948	$ 484,914	$ 503,629	$ 519,000	**$ 524,133.69**	1.0%	4.1%	$ 524,134
Mar	$ 559,798	$ 537,816	$ 518,936	$ 535,000	**$ 542,007.90**	1.3%	4.4%	$ 542,008
April	$ 332,944	$ 296,774	$ 300,108	$ 309,000	**$ 346,929.00**	12.3%	15.6%	$ 346,929
May	$ 386,830	$ 371,561	$ 389,756	$ 401,000	**$ 417,392.67**	4.1%	7.1%	$ 417,393
June	$ 591,654	$ 544,420	$ 583,054	$ 601,000	**$ 607,788.28**	1.1%	4.2%	$ 607,788
July	$ 694,821	$ 753,805	$ 708,783	$ 730,000	**$ 801,953.35**	9.9%	13.1%	$ 801,953
Aug	$ 630,918	$ 631,167	$ 667,642	$ 688,000	**$ 666,978.29**	-3.1%	-0.1%	$ 666,978
Sept	$ 576,404	$ 598,134	$ 602,517	$ 616,000				$ 616,000
Oct	$ 431,654	$ 447,192	$ 525,608	$ 461,000				$ 461,000
Nov	$ 381,165	$ 387,207	$ 374,552	$ 399,000				$ 399,000
Dec	$ 515,927	$ 528,949	$ 567,885	$ 545,000				$ 545,000
Year-to-date	**$ 4,107,652**	**$ 4,091,498**	**$ 4,143,169**	**$ 4,268,000**	**$ 4,365,319.58**	**2.3%**	**5.4%**	
Full Year	**$ 6,012,802**	**$ 6,052,980**	**$ 6,213,731**	**$ 6,289,000**		**1.5%**	**2.8%**	**$ 6,386,319**

Gunnison Valley Transportation Authority
Financial Report - September, 2025

	YTD Actual	2025 Budget	Revisions	2025 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 4,365,319.58**	**$ 6,289,000**	**$ 97,319**	**$ 6,386,319**
Sales Tax to General Fund	$ 4,365,319.58	$ 4,593,000	$ 272,319	$ 4,865,319
Sales Tax to Capital Fund	$ -	$ 500,000	$ -	$ 500,000
Sales Tax to Air Command Fund	$ -	$ 750,000	$ (175,000)	$ 575,000
Sales Tax to Senior Transportation Fund	$ -	$ 446,000	$ -	$ 446,000
	$ 4,365,319.58	**$ 6,289,000**	**$ 97,319**	**$ 6,386,319**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - September, 2025	YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance	**$ 2,423,691**	**$ 2,209,167**	**$ 214,524**	**$ 2,423,691**
Revenues				
Sales Tax Revenues	$ 4,365,319.58	$ 4,593,000	$ 272,319	$ 4,865,319
Sales Tax - Clerk	$ 46,885.45	$ 37,000	$ 19,000	$ 56,000
Interest Charges	$ 1,189.59	$ 1,000	$ 500	$ 1,500
Other Fines	$ 472.04	$ 1,000	$ -	$ 1,000
Rental Income - West Evans Maintenance Facility	$ 19,800.00	$ 26,400	$ -	$ 26,400
Rental Income - Solstice and Lazy K Housing Units	$ 69,203.16	$ 70,600	$ 22,400	$ 93,000
Earnings on Investments	$ 156,004.57	$ 80,000	$ 100,000	$ 180,000
5311 A & O **FTA 5311 Admin. & Operating Grants**	$ 367,008.00	$ 367,000	$ 8	$ 367,008
Total Revenues	**$ 5,025,882.39**	**$ 5,176,000**	**$ 414,227**	**$ 5,590,227**
Expenditures:				
Postage	$ -	$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ -	$ 4,000	$ -	$ 4,000
Building Repair and Maintenance	$ 20,064.29	$ 30,000	$ -	$ 30,000
Travel - Transportation	$ 1,844.50	$ 4,000	$ (1,000)	$ 3,000
Travel - Meals	$ 583.47	$ 3,000	$ (1,000)	$ 2,000
Travel - Lodging	$ 3,176.42	$ 3,000	$ 177	$ 3,177
Legal Services	$ 18,445.33	$ 8,000	$ 22,000	$ 30,000
Contracted Temp. Help - GTFS & RAE	$ 1,950.00	$ 58,000	$ (49,000)	$ 9,000
Contract Svcs - Social Firekeeper, Swiftly, Bus Stops	$ 76,120.30	$ 82,000	$ 5,000	$ 87,000
Management Services - TMS	$ 84,364.80	$ 101,238	$ -	$ 101,238
Meetings - Registrations	$ 2,850.00	$ 2,000	$ (50)	$ 1,950
State Fees	$ 14,079.84	$ 30,000	$ (4,000)	$ 26,000
County Treasurer's Fees	$ 46,817.30	$ 77,000	$ (7,000)	$ 70,000
Late Night Taxi & Bustang Services	$ 28,600.00	$ 100,000	$ -	$ 100,000
Advertising, Notices, Public Outreach & Website	$ 10,256.66	$ 18,000	$ -	$ 18,000
Dues & Memberships - CASTA and POA Memberships	$ 22,352.95	$ 25,000	$ -	$ 25,000
Auditing	$ 12,895.00	$ 13,500	$ (605)	$ 12,895
Insurance & Bonds	$ 20,138.09	$ 22,000	$ -	$ 22,000
Utilities	$ 1,655.74	$ 10,000	$ (6,000)	$ 4,000
Investment Commissions/Fees	$ -	$ 100	$ -	$ 100
Transfer to County General Fund - Finance Dept.	$ 10,500.03	$ 14,000	$ -	$ 14,000
5311 - A **Management Services** - TMS	$ 84,364.80	$ 101,238	$ -	$ 101,238
5311 - A **Bus Operations Manager** - Ecovatus	$ 65,000.00	$ 78,000	$ -	$ 78,000
5311 - O **Diesel Fuel**	$ 71,704.24	$ 120,000	$ (15,000)	$ 105,000
5311 - O **CNG Fuel**	$ 285,517.88	$ 400,000	$ (13,500)	$ 386,500
5311 - O **Repair & Maintenance - Vehicles**	$ 458,787.04	$ 640,000	$ -	$ 640,000
5311 - O **Purchased Transportation Services**	$ 2,298,364.40	$ 3,200,000	$ -	$ 3,200,000
Total Expenditures	**$ 3,640,433.08**	**$ 5,144,176**	**$ (69,978)**	**$ 5,074,198**
Ending General Fund Balance	**$ 3,809,140**	**$ 2,240,991**	**$ 698,729**	**$ 2,939,720**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - September, 2025	YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance	**$ 728,893**	**$ 727,970**	**$ 923**	**$ 728,893**
Revenues:				
5339- C **5339(b) Capital Grant (buses)**	$ -	$ 1,516,108	$ (1,516,108)	$ -
State SB267 Grant (facility)	$ -	$ 1,000,000	$ (1,000,000)	$ -
Sales Tax Revenues	$ -	$ 500,000	$ -	$ 500,000
Total Revenues	**$ -**	**$ 3,016,108**	**$ (2,516,108)**	**$ 500,000**
Expenditures:				
5339 - C **Bus Purchase (Grant)**	$ -	$ 1,783,667	$ (1,783,667)	$ -
Bus Purchase (Local)	$ 15,714.96	$ 891,833	$ (1,833)	$ 890,000
SB 267 **Facility Design & Construction**	$ -	$ 1,000,000	$ (1,000,000)	$ -
Housing/Land Purchases	$ 2,131.08	$ -	$ 2,131	$ 2,131
Capital Improvements	$ -	$ -	$ -	$ -
Total Expenditures	**$ 17,846.04**	**$ 3,675,500**	**$ (2,783,369)**	**$ 892,131**
Ending Fund Balance	**$ 711,047**	**$ 68,578**	**$ 268,184**	**$ 336,762**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

GVRTA Air Command Fund Financial Report - September, 2025	YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance	**$ 1,981,155**	**$ 1,980,944**	**$ 211**	**$ 1,981,155**
Revenues:				
Sales Tax Revenues	$ -	$ 750,000	$ (175,000)	$ 575,000
SCASD Grant (300k budgeted to county)	$ -	$ -	$ -	$ -
Total Revenues	**$ -**	**$ 750,000**	**$ (175,000)**	**$ 575,000**
Expenditures:				
Airline Guarantees - Winter	$ 405,898.00	$ 582,206	$ (176,308)	$ 405,898
Professional Services - Tomcich Travel	$ 87,000.52	$ 106,000	$ -	$ 106,000
Gunnison County - Airport Airline Mechanic Subsidy	$ 54,000.00	$ 50,000	$ 4,000	$ 54,000
Airline Guarantees - Summer (50% paid by county grant)	$ -	$ -	$ -	$ -
Total Expenditures	**$ 546,898.52**	**$ 738,206**	**$ (172,308)**	**$ 565,898**
Ending Fund Balance	**$ 1,434,256**	**$ 1,992,738**	**$ (2,481)**	**$ 1,990,257**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

GVRTA Senior Transportation Fund Financial Report - September, 2025	YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance	**$ 397,246**	**$ 356,611**	**$ 40,635**	**$ 397,246**
Revenues:				
Sales Tax Revenues	$ -	$ 446,000	$ -	$ 446,000
Total Revenues	**$ -**	**$ 446,000**	**$ -**	**$ 446,000**
Expenditures:				
Capital Expenses	$ 21,792.00	$ -	$ 23,000	$ 23,000
Contracted Services	$ 324,393.74	$ 420,000	$ 15,000	$ 435,000
Total Expenditures	**$ 346,185.74**	**$ 420,000**	$ 38,000	**$ 458,000**
Ending Fund Balance	**$ 51,060**	**$ 382,611**	**$ 2,635**	**$ 385,246**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - September, 2025	YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance	**$ 5,530,985**	**$ 5,274,692**	**$ 256,293**	**$ 5,530,985**
Revenues:	$ 5,025,882	$ 9,388,108	$ (2,276,881)	$ 7,111,227
Expenditures:	$ 4,551,363	$ 9,977,882	$ (2,987,655)	$ 6,990,227
Ending Fund Balance	**$ 6,005,504**	**$ 4,684,918**	**$ 967,067**	**$ 5,651,985**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

GVRTA Summary of all Funds Financial Report - September, 2025 Fund Balances	2025 Actual Beginning Balance	YTD Current Balances	2025 Budget Ending Balance	Revisions	2025 Projected Ending Balance
Unrestricted General Fund Balance	$ 2,423,691	$ 3,809,140	$ 2,240,991	$ 698,729	$ 2,939,720
Capital Reserve Fund Balance	$ 728,893	$ 711,047	$ 68,578	$ 268,184	$ 336,762
Air Command Fund Balance	$ 1,981,155	$ 1,434,256	$ 1,992,738	$ (2,481)	$ 1,990,257
Senior Transportation Fund Balance	$ 397,246	$ 51,060	$ 382,611	$ 2,635	$ 385,246
Total Fund Balance	**$ 5,530,985**	**$ 6,005,504**	**$ 4,684,918**	**$ 967,067**	**$ 5,651,985**

Report shows posted revenues through August and expenditures through September.

Report prepared by Scott Truex with information from the County Finance department on October 29, 2025.

GVRTA Housing Report and Housing Contributions to General Fund:

Gunnison Valley Transportation Authority

GVRTA Housing Status Report **2025**

	Year Built	Year Purchased	Initial Cost	Major Repairs	Total Cost	Occupied J	F	M	A	M	J	J	A	S	O	N	D
Solstice Unit G 118 7th St, CB	1993	2022	$ 602,911	$ -	$ 602,911	X	X	X	X	X	X	X	X	X			
Lazy K 117 Chipeta Ct Unit A	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X	X	X	X	X	X	X			
Lazy K 117 Chipeta Ct Unit B	2022	2022	$ 357,932	$ -	$ 357,932	X	X			X	X	X	X	X			
Lazy K 117 Chipeta Ct Unit C	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X		X	X	X	X	X			
Lazy K 117 Chipeta Ct Unit D	2022	2022	$ 357,932	$ -	$ 357,932		X	X	X	X	X	X	X	X			
Lazy K 117 Chipeta Ct Unit E	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X	X	X	X	X	X	X			
Lazy K 104 Ouray Ln Unit A	2023	2023	$ 417,997	$ -	$ 417,997	X	X	X	X	X	X	X	X				
Lazy K 107 Ouray Ln Unit A	2023	2023	$ 407,786	$ -	$ 407,786	X	X	X	X	X	X	X	X	X			
Lazy K 110 Ouray Ln Unit A	2023	2023	$ 425,336	$ -	$ 425,336	X	X	X	X	X	X	X	X	X			
			$ 3,643,689	$ -	$ 3,643,689	8	9	8	7	9	9	9	9	8			

GVRTA Housing: Revenues and Expenses	2022	2023	2024	YTD 2025	Total
Rental Income	**$ 6,269**	**$ 46,121**	**$ 83,651**	**$ 69,203**	**$ 205,244**
Expenses					
Lazy K POA Dues	$ -	$ 3,506	$ 5,004	$ 5,562	$ 14,072
Solstice POA Dues	$ 499	$ 6,336	$ 6,336	$ 6,336	$ 19,507
Utiliites (unocc. units)	$ -	$ 9,538	$ 4,589	$ 1,532	$ 15,659
Minor repairs & Maint.	$ -	$ -	$ -	$ 3,271	$ 3,271
Total Expenses	**$ 499**	**$ 19,380**	**$ 15,929**	**$ 16,701**	**$ 52,509**
Added to General Fund	**$ 5,770**	**$ 26,741**	**$ 67,722**	**$ 52,502**	**$ 152,735**

GVRTA Capital Assets & Bus Fleet:

Gunnison Valley Transportation Authority **GVRTA List of Capital Assets**		
Year completed	Description	Cost
2008	Gunnison City Bus Shelters	$ 6,000
2018	Tall Texan Bus Stops	$ 141,062
2018	Ohio Creek Bus Stops	$ 156,593
2019	North Valley Bus Stops	$ 465,997
2020	905 W. Evans Facility	$ 1,109,879
2020	Almont Bus Stops	$ 170,800
2022	Lazy K Five-Plex	$ 1,789,659
2022	Solstice Condominiums, Unit G	$ 602,911
2023	Gunnison City Bus Shelters	$ 77,228
2023	Lazy K 104A, 107A, and 110A	$ 1,251,119
2023	500 S. 9th Street bus storage lot	$ 323,033
2023	905 W. Evans Concrete Apron	$ 313,470
2024	Whetstone Bus Storage Facility	$ 4,311,279
2024	Gunnison City Bus Shelters	$ 41,227
2024	301 W. Tomichi Lot	$ 812,298
2024	Improvements to CBS Bus Stop	$ 120,850
	Total cost of assets:	$ 11,693,405

2025 **GVRTA Bus Fleet**			Total Initial	Local	12-Yr dep. Current	2025 Replacement	Odometer
Bus #	Year	Fuel	Cost	Cost	Value	Cost	(1/1/25)
504	2016	Diesel	$ 532,856	$ 106,557	$ 177,954	$ 871,168	644,837
505	2016	Diesel	$ 521,029	$ 521,029	$ 173,686	$ 871,168	627,729
506	2017	CNG	$ 695,159	$ 527,235	$ 231,719	$ 871,168	493,237
503	2018	CNG	$ 701,900	$ 140,380	$ 292,458	$ 871,168	458,113
502	2019	CNG	$ 714,935	$ 142,987	$ 357,467	$ 871,168	458,194
501	2019	CNG	$ 714,935	$ 142,987	$ 357,467	$ 871,168	476,945
500	2020	CNG	$ 751,781	$ 127,841	$ 438,182	$ 871,168	372,964
507	2021	CNG	$ 754,935	$ 150,987	$ 503,289	$ 871,168	272,500
508	2023	CNG	$ 771,300	$ 41,300	$ 706,925	$ 871,168	162,464
509	2023	CNG	$ 771,300	$ 41,300	$ 707,025	$ 871,168	159,756
		Totals	$ 6,930,130	$ 1,942,603	$ 3,946,172	$ 8,711,680	

RTA Board of Directors Meeting, November 2025

Air Program Report – Bill Tomcich

September Results – United:

- **Reliability and OTP:** 100% completed, 86.7% on time.
- **Passenger #s:** 9,822 total revenue passengers – up +42% over last year, while also smashing GUC's prior record September when 6,847 passengers were recorded in 2022.
- **Load Factor:** 78.0% this September versus 78.3% last September.

October Results – United:

- **Reliability and OTP:** 100% completed, 86.8% on time.
- **Preliminary Passenger #s:** 8,407 total revenue passengers – up +40% over last year's prior record October.
- **Load Factor:** 69.0% this October versus 69.3% last October.

September Results – JSX:

- **Passenger #s:** 876 total passengers – up +10% over last year.
- **Load Factor:** 63.5% this year versus 74.0% last year.
- **Summer Overall:** 5,600 total passengers – up +12% over last summer.

Future Bookings: (*as of October 27)*

- **November:** Now pacing +29% ahead of last year on identical capacity.
- **Winter:** Now pacing +1% ahead of last winter overall with December and January pacing well ahead while February and March are pacing behind on very small numbers.

Future Schedules through Fall 2025:

- **United from DEN:** 2x daily October 26 – December 17.

Current Published Winter 2025/26 Schedules:

- **United from DEN:** 3x daily December 18 – March 28.
- **United from IAH:** One flight daily December 18 – March 28.
- **United from ORD:** Fri-Sat in / Sat-Sun out December 19 – January 4 & February 6 – March 29.
- **American from DFW:** 2x daily with CRJ700s from December 18, 2025 – January 5, 2026, then 12x/week (one Tue/Wed) January 6 -February 11, then 2x daily February 12- April 6.

Total Winter 2025/26 Seat Capacity: (*as of October 30)*

- **American:** Down -15.9%
- **United:** Up +4.9%
- **Combined:** Down -0.8%

Bus program reports – September, 2025

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2025								2024			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	44,091	2,470	2,896	82,367	31	17.9	1,422.3	49,484	19.9	1,596.3	(5,393)	-10.9%
February	41,696	2,248	2,646	75,335	28	18.5	1,489.1	47,763	20.2	1,647.0	(6,067)	-12.7%
March	44,162	2,502	2,934	83,650	31	17.7	1,424.6	48,338	19.2	1,559.3	(4,176)	-8.6%
April	21,731	2,061	2,372	68,891	30	10.5	724.4	23,103	11.1	770.1	(1,372)	-5.9%
May	20,233	2,037	2,297	67,430	31	9.9	652.7	19,030	9.4	613.9	1,203	6.3%
June	27,716	1,976	2,230	66,400	30	14.0	923.9	26,340	13.6	878.0	1,376	5.2%
July	36,041	2,035	2,316	68,195	31	17.7	1,162.6	34,747	17.3	1,120.9	1,294	3.7%
August	31,621	2,043	2,317	67,926	31	15.5	1,020.0	31,452	16.0	1,014.6	169	0.5%
September	26,047	1,964	2,234	65,411	30	13.3	868.2	25,584	13.5	852.8	463	1.8%
October												
November												
December												
Total	**293,338**	**19,336**	**22,242**	**645,605**	**273**	**15.2**	**1,074.5**	**305,841**			**(12,503)**	**-4.1%**

Passengers by Stop – Summer, 2025

2025 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																				
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	24	1,039	260	622	1,094	789	832	475	675	1,016	199	107	183	544	404	68	63	22	227	8,215
May	31	1,461	351	1,013	1,419	1,128	1,030	614	894	1,292	344	160	353	964	543	86	91	66	513	11,779
June	30	1,688	494	827	1,719	1,439	1,576	750	1,199	1,790	664	245	725	1,618	678	121	237	79	1,004	16,175
July	31	1,795	643	873	2,207	1,744	1,930	1,002	1,434	2,120	919	358	977	2,422	715	215	300	128	1,602	20,669
August	31	1666	377	912	2009	1609	1780	985	1327	1955	680	236	865	1887	576	144	260	83	1238	18,013
September	30	1,602	362	899	1,804	1,446	1,305	871	1,170	1,788	493	218	652	1,220	558	102	121	89	603	14,745
October																				-
November																				-
Total	**177**	**9,251**	**2,487**	**5,146**	**#####**	**8,155**	**8,453**	**4,697**	**6,699**	**9,961**	**3,299**	**1,324**	**3,755**	**8,655**	**3,474**	**736**	**1,072**	**467**	**5,187**	**89,596**
Avg / Day		**52.3**	**14.1**	**29.1**	**57.9**	**46.1**	**47.8**	**26.5**	**37.8**	**56.3**	**18.6**	**7.5**	**21.2**	**48.9**	**19.6**	**4.2**	**6.1**	**2.6**	**29.3**	**506.2**

2025 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 South-bound Passengers
April	24	1,123	2,934	51	143	237	489	738	255	69	395	216	5,912
May	31	1,473	4,876	62	179	244	582	1,434	286	83	470	199	8,454
June	30	2,395	6,580	73	191	294	680	1,517	564	69	532	163	11,541
July	31	3,713	8,579	87	263	297	797	2,102	577	74	671	314	15,372
August	31	3,025	7,988	77	212	237	664	1,840	513	107	577	199	13,599
September	30	2,108	6,617	88	158	300	600	1,535	532	153	517	229	11,302
October													-
November													-
Total	**177**	**13,837**	**37,574**	**438**	**1,146**	**1,609**	**3,812**	**9,166**	**2,727**	**555**	**3,162**	**1,320**	**66,180**
Avg / Day		**78.2**	**212.3**	**2.5**	**6.5**	**9.1**	**21.5**	**51.8**	**15.4**	**3.1**	**17.9**	**7.5**	**373.9**

Spring, Summer, Fall - 2025 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed 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	24	792	4	788	0.5%	98.0%	99.4%	99.7%	0.0%	0.3%
May	31	1,023	6	1,017	0.6%	95.9%	99.4%	99.6%	0.2%	0.2%
June	30	990	2	988	0.2%	94.0%	99.3%	99.6%	0.2%	0.2%
July	31	1,023	4	1,019	0.4%	87.4%	97.4%	98.9%	0.7%	0.4%
August	31	1,023	2	1,021	0.2%	94.3%	99.4%	99.8%	0.2%	0.0%
September	30	990	7	983	0.7%	90.2%	97.3%	98.3%	0.7%	1.0%
October										
November										
Total	**177**	**5,841**	**25**	**5,816**	**0.4%**	**93.1%**	**98.7%**	**99.3%**	**0.3%**	**0.3%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed 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	24	792	5	787	0.6%	94.7%	98.0%	99.0%	0.0%	1.0%
May	31	1,023	3	1,020	0.3%	92.2%	97.8%	98.8%	0.6%	0.6%
June	30	990	2	988	0.2%	90.9%	97.1%	99.1%	0.4%	0.5%
July	31	1,023	7	1,016	0.7%	84.4%	94.7%	97.8%	1.1%	1.1%
August	31	1,023	1	1,022	0.1%	88.7%	96.9%	98.2%	0.7%	1.1%
September	30	990	9	981	0.9%	85.9%	94.7%	97.3%	1.1%	1.5%
October										
November										
Total	**177**	**5,841**	**27**	**5,814**	**0.5%**	**89.3%**	**96.5%**	**98.4%**	**0.7%**	**1.0%**
				Average:	**0.4%**	**91.2%**	**97.6%**	**98.8%**	**0.5%**	**0.7%**

Late and Missed Runs

September 1-September 30, 2025

Date	Late run	Missed Runs	Reason/Incident
Sep-1		5:51 AM NB &7:10 AM SB	MISSED RUNS DUE TO SCHEDULING PROBLEM
Sep-3	1:25 PM NB		LATE INTO GUNNY BECAUSE OF ACCIDENT AT MM 3 HWY 135 10-12 MINS
Sep-5	8:21 PM NB	6:56 AM NB & 8:15 AM SB/5:46 PM NB,7:51 PM NB	MORNING MISSED RUN DUE TO DRIVER ERROR/ AFTERNOON-MECHANICAL/STARTED 9:10 PM SB AT CBS/LATE RUN 15 MINS-TRAFFIC
Sep-6		2:11 PM NB & 3:30 PM SB, 4:16 PM NB & 5:35 PM SB	MISSED RUNS DUE TO DRIVER ILLNESS
Sep-7			MISSED PAX ON 7:56 AM NB AT TT-PAX BEHIND SHELTER, DIDN'T SEE UNTIL AFTER
Sep-8	8:26 AM NB		20 MINS LATE-BUS SWAP
Sep-10	6:16 PM NB & 7:35 PM SB, 8:21 PM NB & 9:40 PM SB		DRVR SLIPPED ON WAY TO BUS, HAD TO HAVE 1ST AID-15 MINS LATE ON BOTH RTS
Sep-14	1:06 PM NB, 3:30 PM SB		20 MINS LATE-WAITING FOR BUS TO ARRIVE/15-20 MINS LATE-MECHANICAL
Sep-17	9:45 AM SB, 2:41 PM NB, 4:46 PM NB		15 MINS LATE-CONSTRUCTION/20 MINS LATE-MECHANICAL/16 MINS LATE-TRAFFIC
Sep-19	1:06 PM NB, 3:30 PM SB		20 MINS LATE-WAITING FOR BUS TO ARRIVE/15-20 MINS LATE-MECHANICAL
Sep-20	8:56 PM NB		20 MINS LATE-PARADE
Sep-21		8:56 PM NB & 10:20 PM SB	NO AVAILABLE DRIVER
Sep-27	N/A	10:01 AM NB & 11:20 AM SB/8:56 PM NB & 10:20 PM SB	CANCELLED-1ST RT-MECHANICAL 2ND RT-NO AVAILABLE DRIVER
Sep-30	4:15 PM NB		25-30 MINS LATE DUE TO TRAFFIC

Passenger Boardings by Time – Summer, 2025

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2025

Northbound

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	149	228	240	299	314	212			1,442
5:51 AM	99	173	281	444	462	257			1,716
6:21 AM	247	381	370	561	562	449			2,570
6:56 AM	472	746	1,084	1,418	1166	954			5,840
7:26 AM	309	401	717	844	718	596			3,585
7:56 AM	463	769	771	1,111	1053	959			5,126
8:26 AM	266	443	528	742	564	462			3,005
9:01 AM	307	373	578	870	598	578			3,304
9:31 AM	195	279	443	625	486	354			2,382
10:01 AM	157	230	491	695	588	401			2,562
10:31 AM	229	319	406	508	469	357			2,288
11:01 AM	219	285	470	591	564	417			2,546
11:36 AM	236	378	591	811	535	469			3,020
12:06 PM	261	304	435	526	357	305			2,188
12:36 PM	267	374	838	730	647	449			3,305
1:06 PM	212	373	522	515	434	364			2,420
1:41 PM	273	374	628	856	689	574			3,394
2:11 PM	342	463	736	770	780	515			3,606
2:41 PM	388	493	712	840	646	570			3,649
3:11 PM	336	440	583	611	628	579			3,177
3:46 PM	529	674	606	779	809	792			4,189
4:16 PM	377	460	664	777	680	534			3,492
4:46 PM	248	403	527	781	561	527			3,047
5:16 PM	294	428	456	553	497	508			2,736
5:46 PM	257	336	360	458	389	413			2,213
6:16 PM	241	272	351	505	546	462			2,377
6:51 PM	186	225	390	428	476	343			2,048
7:21 PM	154	210	292	449	440	307			1,852
7:51 PM	152	251	294	383	314	263			1,657
8:21 PM	113	227	270	381	393	299			1,683
8:56 PM	110	204	242	276	286	187			1,305
9:26 PM	72	146	155	254	196	158			981
9:56 PM	55	117	144	278	166	131			891
Total	**8,215**	**11,779**	**16,175**	**20,669**	**18,013**	**14,745**	**-**	**-**	**89,596**

Southbound

Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	118	106	176	187	176	171			934
7:10 AM	202	230	146	186	231	305			1,300
7:40 AM	185	231	229	294	235	225			1,399
8:15 AM	125	161	161	209	214	176			1,046
8:45 AM	127	144	184	174	139	129			897
9:15 AM	89	112	116	170	129	137			753
9:45 AM	102	115	166	178	198	128			887
10:20 AM	104	142	190	328	238	180			1,182
10:50 AM	141	135	216	204	237	165			1,098
11:20 AM	134	150	195	268	191	186			1,124
11:50 AM	144	182	243	332	234	179			1,314
12:20 PM	166	182	273	404	260	197			1,482
12:55 PM	205	208	315	358	372	257			1,715
1:25 PM	156	205	268	408	337	228			1,602
1:55 PM	226	359	290	343	404	351			1,973
2:25 PM	223	296	382	425	477	335			2,138
3:00 PM	259	323	469	623	527	411			2,612
3:30 PM	268	354	415	560	537	358			2,492
4:00 PM	538	911	691	755	821	958			4,674
4:30 PM	470	625	816	930	809	737			4,387
5:05 PM	401	566	801	1,250	1045	971			5,034
5:35 PM	231	388	542	697	650	466			2,974
6:05 PM	244	361	479	507	427	398			2,416
6:35 PM	141	263	351	484	335	332			1,906
7:05 PM	117	207	317	374	354	237			1,606
7:35 PM	89	176	330	468	408	241			1,712
8:10 PM	146	244	346	530	434	328			2,028
8:40 PM	183	254	274	439	316	312			1,778
9:10 PM	129	234	455	633	643	440			2,534
9:40 PM	75	207	417	631	590	530			2,450
10:20 PM	74	146	628	920	791	524			3,083
11:00 PM	64	121	399	706	490	450			2,230
11:30 PM	36	116	261	397	350	260			1,420
Total	**5,912**	**8,454**	**11,541**	**15,372**	**13,599**	**11,302**	**-**	**-**	**66,180**
Overall Total	**14,127**	**20,233**	**27,716**	**36,041**	**31,612**	**26,047**	**-**	**-**	**155,776**

Average Riders per Bus - Spring, Summer, Fall, 2025

Northbound

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	6.2	7.4	8.0	9.6	10.1	7.1			8.1
5:51 AM	4.1	5.6	9.4	14.3	14.9	8.6			9.7
6:21 AM	10.3	12.3	12.3	18.1	18.1	15.0			14.5
6:56 AM	19.7	24.1	36.1	45.7	37.6	31.8			33.0
7:26 AM	12.9	12.9	23.9	27.2	23.2	19.9			20.3
7:56 AM	19.3	24.8	25.7	35.8	34.0	32.0			29.0
8:26 AM	11.1	14.3	17.6	23.9	18.2	15.4			17.0
9:01 AM	12.8	12.0	19.3	28.1	19.3	19.3			18.7
9:31 AM	8.1	9.0	14.8	20.2	15.7	11.8			13.5
10:01 AM	6.5	7.4	16.4	22.4	19.0	13.4			14.5
10:31 AM	9.5	10.3	13.5	16.4	15.1	11.9			12.9
11:01 AM	9.1	9.2	15.7	19.1	18.2	13.9			14.4
11:36 AM	9.8	12.2	19.7	26.2	17.3	15.6			17.1
12:06 PM	10.9	9.8	14.5	17.0	11.5	10.2			12.4
12:36 PM	11.1	12.1	27.9	23.5	20.9	15.0			18.7
1:06 PM	8.8	12.0	17.4	16.6	14.0	12.1			13.7
1:41 PM	11.4	12.1	20.9	27.6	22.2	19.1			19.2
2:11 PM	14.3	14.9	24.5	24.8	25.2	17.2			20.4
2:41 PM	16.2	15.9	23.7	27.1	20.8	19.0			20.6
3:11 PM	14.0	14.2	19.4	19.7	20.3	19.3			17.9
3:46 PM	22.0	21.7	20.2	25.1	26.1	26.4			23.7
4:16 PM	15.7	14.8	22.1	25.1	21.9	17.8			19.7
4:46 PM	10.3	13.0	17.6	25.2	18.1	17.6			17.2
5:16 PM	12.3	13.8	15.2	17.8	16.0	16.9			15.5
5:46 PM	10.7	10.8	12.0	14.8	12.5	13.8			12.5
6:16 PM	10.0	8.8	11.7	16.3	17.6	15.4			13.4
6:51 PM	7.8	7.3	13.0	13.8	15.4	11.4			11.6
7:21 PM	6.4	6.8	9.7	14.5	14.2	10.2			10.5
7:51 PM	6.3	8.1	9.8	12.4	10.1	8.8			9.4
8:21 PM	4.7	7.3	9.0	12.3	12.7	10.0			9.5
8:56 PM	4.6	6.6	8.1	8.9	9.2	6.2			7.4
9:26 PM	3.0	4.7	5.2	8.2	6.3	5.3			5.5
9:56 PM	2.3	3.8	4.8	9.0	5.4	4.4			5.0
Total	**10.4**	**11.5**	**16.3**	**20.2**	**17.6**	**14.9**			**15.3**

Southbound

Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	4.9	3.4	5.9	6.0	5.7	5.7			5.3
7:10 AM	8.4	7.4	4.9	6.0	7.5	10.2			7.3
7:40 AM	7.7	7.5	7.6	9.5	7.6	7.5			7.9
8:15 AM	5.2	5.2	5.4	6.7	6.9	5.9			5.9
8:45 AM	5.3	4.6	6.1	5.6	4.5	4.3			5.1
9:15 AM	3.7	3.6	3.9	5.5	4.2	4.6			4.3
9:45 AM	4.3	3.7	5.5	5.7	6.4	4.3			5.0
10:20 AM	4.3	4.6	6.3	10.6	7.7	6.0			6.7
10:50 AM	5.9	4.4	7.2	6.6	7.6	5.5			6.2
11:20 AM	5.6	4.8	6.5	8.6	6.2	6.2			6.4
11:50 AM	6.0	5.9	8.1	10.7	7.5	6.0			7.4
12:20 PM	6.9	5.9	9.1	13.0	8.4	6.6			8.4
12:55 PM	8.5	6.7	10.5	11.5	12.0	8.6			9.7
1:25 PM	6.5	6.6	8.9	13.2	10.9	7.6			9.1
1:55 PM	9.4	11.6	9.7	11.1	13.0	11.7			11.1
2:25 PM	9.3	9.5	12.7	13.7	15.4	11.2			12.1
3:00 PM	10.8	10.4	15.6	20.1	17.0	13.7			14.8
3:30 PM	11.2	11.4	13.8	18.1	17.3	11.9			14.1
4:00 PM	22.4	29.4	23.0	24.4	26.5	31.9			26.4
4:30 PM	19.6	20.2	27.2	30.0	26.1	24.6			24.8
5:05 PM	16.7	18.3	26.7	40.3	33.7	32.4			28.4
5:35 PM	9.6	12.5	18.1	22.5	21.0	15.5			16.8
6:05 PM	10.2	11.6	16.0	16.4	13.8	13.3			13.6
6:35 PM	5.9	8.5	11.7	15.6	10.8	11.1			10.8
7:05 PM	4.9	6.7	10.6	12.1	11.4	7.9			9.1
7:35 PM	3.7	5.7	11.0	15.1	13.2	8.0			9.7
8:10 PM	6.1	7.9	11.5	17.1	14.0	10.9			11.5
8:40 PM	7.6	8.2	9.1	14.2	10.2	10.4			10.0
9:10 PM	5.4	7.5	15.2	20.4	20.7	14.7			14.3
9:40 PM	3.1	6.7	13.9	20.4	19.0	17.7			13.8
10:20 PM	3.1	4.7	20.9	29.7	25.5	17.5			17.4
11:00 PM	2.7	3.9	13.3	22.8	15.8	15.0			12.6
11:30 PM	1.5	3.7	8.7	12.8	11.3	8.7			8.0
Total	**7.5**	**8.3**	**11.7**	**15.0**	**13.3**	**11.4**			**11.3**
Overall Total	**8.9**	**9.9**	**14.0**	**17.6**	**15.5**	**13.2**			**13.3**

GVRTA GHG Emissions Analysis

GHG Emissions Produced and Reduced by the GVRTA

2025	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	44,091	2,470	16,922	1,450	126,869	569,944	443,075	10.049	82	8,593	8,511	0.193	33,628	0.763
February	41,696	2,248	15,344	1,585	117,784	538,985	421,201	10.102	87	8,127	8,040	0.193	30,491	0.731
March	44,162	2,502	16,226	1,859	126,416	570,862	444,446	10.064	100	8,607	8,507	0.193	32,244	0.730
April	21,731	2,061	15,248	815	109,315	280,907	171,592	7.896	52	4,235	4,183	0.193	30,300	1.394
May	20,233	2,037	12,105	2,453	105,164	261,543	156,379	7.729	122	3,943	3,821	0.189	24,055	1.189
June	27,716	1,976	12,274	2,695	108,751	358,272	249,521	9.003	133	5,402	5,269	0.190	24,391	0.880
July	36,041	2,035	11,956	3,297	112,764	465,886	353,122	9.798	159	7,024	6,865	0.190	23,758	0.659
August	31,621	2,043	11,791	3,598	114,738	408,750	294,012	9.298	173	6,163	5,990	0.189	23,431	0.741
September	26,047	1,964	12,387	2,678	109,326	336,698	227,372	8.729	132	5,077	4,944	0.190	24,615	0.945
October														
November														
December														
Total	**293,338**	**19,336**	**124,251**	**20,429**	**1,031,127**	**3,791,847**	**2,760,720**	**9.411**	**1,040**	**57,172**	**56,132**	**0.191**	**246,912**	**0.842**

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 3.63 average GVRTA bus trips.

The RTA averaged 15.2 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 53.327 Kg of CO2 emissions and 0.0538 Kg of NOx emissions.

Each one-way trip by automobile creates aproximately 12.927 Kg of CO2 emissions and 0.1950 Kg of NOx emissions.

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

GGE = Gasoline Gallon Equivalents (One GGE = 1.25 Therms of CNG)

One GGE of RNG used creates approximately 6.625 Kg of CO2 emissions and 0.001035 Kg of NOx emissions.

One Gallon of Diesel fuel used creates approximately 10.18 Kg of CO2 emissions and 0.0446 Kg of NOx emissions.

A gasoline powered automobile traveling 32 miles creates approximately 12.927 Kg of CO2 and 0.195 Kg of NOx per trip (assuming average of 22 MPG.)

The GVRTA purchases RNG credits which allows us to use methane from various sources such as landfills, wastewater treatment, food and animal waste as well as methane that otherwise would have been vented into the atmosphere.

According to the UN, over a 20-year period, Methane released into the atmosphere without being used is 80 times more potent in terms of causing warming than carbon dioxide.

Each GGE of CNG contains 1.9872 Kg of methane.

By purchasing renewable methane credits, the GVRTA prevents the gas from beign released into the atmosphere thereby reducing methane emissions.

2025 Miles per Bus:

Miles / Bus 2025 Bus #	5311 2017-D #504	Local 2017-D #505	DOLA 2017-C #506	5339 2018-C #503	SB-228 2019-C #502	5339 2019-C #501	5339/VW 2020-C #500	FASTER 2021-C #507	5339 2023-C #508	5339 2023-C #509	AEX Buses	Total Bus Miles (odom.)	Total Revenue Miles
January	6,942	735	8,824	7,778	7,892	8,508	7,581	7,773	8,047	9,034	10,439	83,553	82,367
February	9,147	0	9,044	7,655	8,952	9,263	2,662	7,641	9,503	9,312	3,135	76,314	75,335
March	11,413	148	3,890	7,799	11,170	9,860	5,524	10,395	9,758	9,324	5,508	84,789	83,650
April	2,527	1,883	2,002	7,576	9,791	9,364	-	9,033	10,072	8,348	9,345	69,941	68,891
May	6,167	10,703	8,691	7,412	9,400	7,011	-	9,302	224	9,301	1,203	69,414	67,430
June	8,095	7,688	7,764	9,072	5,547	7,747	-	6,001	7,694	7,449	-	67,057	66,400
July	9,461	9,854	5,189	7,575	7,657	8,123	-	5,901	7,309	7,951	67	69,087	68,195
August	10,895	10,667	10,925	5,239	604	7,413	-	10,848	3,288	8,758	33	68,670	67,926
September	2,845	11,617	10,911	4,743	9,094	5,631	-	9,512	4,861	10,655	1,937	71,806	65,411
October													
November													
December													
Total	**67,492**	**53,295**	**67,240**	**64,849**	**70,107**	**72,920**	**15,767**	**76,406**	**60,756**	**80,132**	**31,667**	**660,631**	**645,605**
Year Purch.	**2016**	**2016**	**2017**	**2018**	**2019**	**2019**	**2020**	**2021**	**2023**	**2023**			
Cur. Odom.	**712,329**	**681,024**	**560,641**	**522,962**	**528,301**	**549,865**	**388,731**	**348,906**	**223,220**	**239,888**			

2025 Repairs per Bus:

Repairs / Bus 2025 Bus #	5311 2017-D #504	Local 2017-D #505	DOLA 2017-C #506	5339 2018-C #503	SB-228 2019-C #502	5339 2019-C #501	5339/VW 2020-C #500	FASTER 2021-C #507	5339 2023-C #508	5339 2023-C #509	Inventory & Fleet	Total
January	$ 2,619	$ 1,982	$ 1,795	$ 2,568	$ 1,598	$ 858	$ 296	$ 1,226	$ 812	$ 702	$ 14,700	$ 29,156
February	$ 2,615	$ -	$ 622	$ 741	$ 1,520	$ 1,131	$ 968	$ 819	$ 741	$ 429	$ 21,519	$ 31,105
March	$ 2,117	$ 1,113	$ 1,840	$ 468	$ 804	$ 650	$ 5,296	$ -	$ -	$ 2,718	$ 28,179	$ 43,185
April	$ 5,690	$ 9,744	$ 4,618	$ 32,429	$ 1,813	$ 897	$ 5,830	$ 1,629	$ 858	$ 5,044	$ 8,713	$ 77,265
May	$ 5,517	$ 479	$ 1,049	$ 4,652	$ 1,832	$ 7,833	$ 230	$ 283	$ 2,261	$ 620	$ 14,643	$ 39,399
June	$ 1,566	$ 2,559	$ 526	$ 721	$ 2,089	$ 1,352	$ -	$ 1,667	$ 991	$ 954	$ 31,257	$ 43,682
July	$ 1,364	$ 156	$ 2,046	$ 3,887	$ 429	$ 2,318	$ -	$ 4,143	$ 351	$ 2,924	$ 53,774	$ 71,392
August	$ 69	$ 1,248	$ 156	$ 468	$ 11,169	$ 1,434	$ -	$ -	$ 677	$ 1,859	$ 25,603	$ 42,683
September											$ -	
October											$ -	
November											$ -	
December											$ -	
Total	**$ 21,557**	**$ 17,281**	**$ 12,652**	**$ 45,934**	**$ 21,254**	**$ 16,473**	**$ 12,620**	**$ 9,767**	**$ 6,691**	**$ 15,250**	**$ 198,388**	**$ 377,867**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2025

Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices
January	1,000	182	1,182	3,017	4,082	7,099	$ 24,036	$ 9,504	$ 33,540
February	997	180	1,177	2,986	3,450	6,436	$ 24,035	$ 8,614	$ 32,649
March	1,042	208	1,250	3,467	4,621	8,088	$ 24,323	$ 10,579	$ 34,902
April	1,004	196	1,200	2,990	4,945	7,935	$ 25,529	$ 9,851	$ 35,380
May	929	233	1,162	2,826	5,106	7,932	$ 27,196	$ 9,981	$ 37,177
June	902	279	1,181	3,028	4,179	7,207	$ 25,846	$ 8,894	$ 34,740
July	992	284	1,276	4,144	4,120	8,264	$ 28,771	$ 11,379	$ 40,150
August	890	270	1,160	3,495	4,760	8,255	$ 27,531	$ 10,198	$ 37,729
September	853		853	2,723		2,723	$ 23,928		$ 23,928
October			-			-			$ -
November			-			-			$ -
December			-			-			$ -
Total	**8,609**	**1,832**	**10,441**	**28,676**	**35,263**	**63,939**	**$ 231,195**	**$ 79,000**	**$ 310,195**

Executive Director's Report

November 7, 2025 Board Meeting Packet

Bus Operations Report:

- Ridership in September was up 1.8%.
- We completed 99.2% of our trips and the on-time performance was excellent with 88% of trips within 5 minutes of schedule and 96% within ten minutes. We only missed eight round-trips in September.

Grant updates:

- As previously reported, we have been awarded $378,019 in 2026 Section 5311 operating grant funds and we should receive a grant contract sometime this fall.
- I've worked with Craig Secrest at the Clean Transit Enterprise Fund and he has been able to award us an advance on our 2027 funds of $286k which will allow us to purchase all three of our smaller, 30 passenger buses in 2026. We were previously awarded $455,000, so we will now receive $731k for the buses which should cover about 72% of the cost. I plan to work with Colorado Mountain Purchasing Consortium (CMPC) towards purchasing the three new smaller buses.
- We will have to wait until the government shutdown is resolved before we will hear about our application for two more expansion buses from FY2026 CDS.
- We are also waiting to hear if we will be awarded an FTA Section 5339(a) grant to replace bus #506.
- CDOT's next capital call for projects has been released and I will apply for a replacement bus in that round of funding before the deadline of December 4th.

Other Items:

- August sales tax was essentially flat compared to last year.
- Year-to-date sales tax revenues are up 5.4% vs last year and 2.3% above budget.
- We've transitioned to Swiftly for posting alerts to the Transit app and we think the bugs have been worked out… the fall was a good time to make the transition! Thanks to Mike for his work to get this accomplished.
- Mike has been working with Ken Barbour (Thumper) to get all of the bus stop lighting working properly before the winter season and has also improved the trash can situation by hiring a local welder to reweld the lid attachments.
- Ann Beauvais has inspected our buses in Winnipeg and Pembina and reports that she is very impressed with the factory and the manufacturing processes. She had no negative news to report.

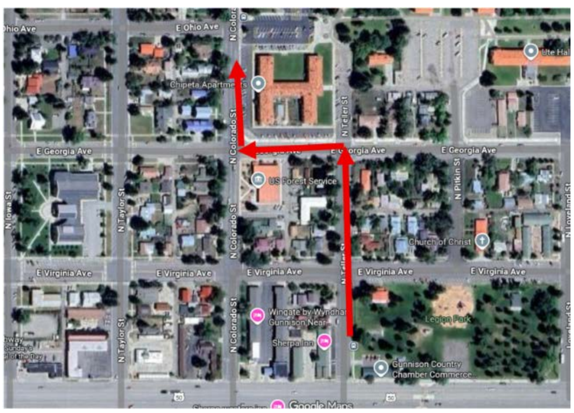
- The new website is up and running and it looks great! Thanks to Leia for her work on this.
- At this moment, all of our buses are in service, though we do have an issue with some performance issues on #503 which has been a bit confounding. Steve and his crew are working to determine the root cause.
- The costs of creating our own diesel fueling station is estimated to be in the $350k range when we include all of the engineering costs associated with the project. We are not recommending moving forward with this project right now, but we would like to do more research and consider this as a project in 2027.
- Lastly, I wanted to let you know that the Master Agreement for federal grant contracts has been amended and now includes that the "Recipient will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law."

MEMO
November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Request for bus route change in Gunnison

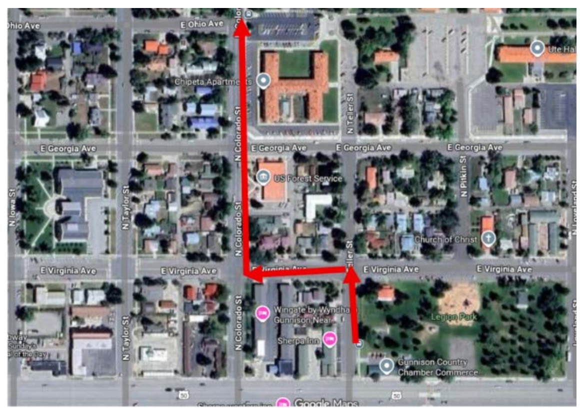
Board Members,

We have received a request from Destination Systems to consider modifying the route. They are requesting a change to make the left-hand turn from Teller St. on E. Virginia Ave. instead of on E. Georgia Ave. to get from Teller to Colorado Street.

Currently, the bus follows this route:



The request is to change to this route:



The route was originally set up the way it is because there is a four-way stop on the corner of Colorado and Georgia so we thought it would be a safer route. However, there are times (particularly in the winter) when the turn onto Georgia from Teller can get very tight and some drivers have requested that we amend the route to turn left onto Virgina which is wider.

We did discuss this during our planning process last year, and the RTA operating plan includes the following:

Currently, the bus route through Gunnison includes a left turn from Teller Street to Georgia Avenue before turning right onto Colorado Street. This left turn can be difficult to make due to the narrow street configuration. GVRTA should consider making the left turn one block earlier at the wider Virginia Avenue. There are multiple traffic implications that need to be further studied for feasibility of this routing change:

• Collecting 24-hour traffic counts and speed data to understand traffic flow through the Virginia Avenue and Colorado Street intersection, and the impacts of a four-way stop instead of the current two-way stop.

• Considering the traffic safety impacts:

o Ensuring the sight distances are appropriate with no landscaping or foliage blocking the view for bus drivers or intersecting vehicles.

o Evaluating the implications of having a bus stopping at a two-way stop intersection (Virigina Avenue and Colorado Street) compared to a four-way stop intersection. Note: the current routing through Georgia Avenue and Colorado Street ensures the bus stops at a four-way stop and has clear right-of-way.

o The reduced reaction time for a vehicle turning off Tomichi Avenue (Highway 50) in the case a bus is turning onto Colorado Street. Currently the route turns onto Colorado Street two blocks north of Tomichi Avenue, but in the routing change, this would occur one block north of Tomichi Avenue.

We reached out to city staff to see if they have any data on these intersections and/or if they would like to study (or have us study) the idea or comment on it before we make any decisions. They responded formally – please see the response on the next page.

We also posted flyers on the doors of the buildings on the blocks impacted by the change letting the residents and businesses know about this meeting.

The staff requests direction from the Board of Directors on how you would like us to handle this request to change the route.

I look forward to our discussion and please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

October 14, 2025

RE: Request for Route Change

Mr. Truex and the RTA Board,

Thank you for reaching out through the city traffic calming website and submitting an inquiry.

The City of Gunnison received your request to alter the route for the RTA commuter bus service to utilize one block of E Virginia Ave instead of one block of E Georgia Ave. Based upon the City of Gunnison 2030 Comprehensive Plan, the street classification of the proposed route matches the street classification of the existing route. Therefore, the Public Works Department supports the proposed change and requests that the RTA conduct outreach to the neighbors along the new route prior to implementing the change.

Thank you for your time,

Carly McGowan, P.E.
City Engineer
1100 W Virginia Ave
Gunnison, CO 81230

(970) 641-8020
cmcgowan@gunnisonco.gov

NOTICE OF MEETING WHICH MAY RESULT IN A CHANGE TO THE RTA BUS ROUTE

Notice to the Residents and Businesses of Georgia Avenue, Virginia Avenue between Colorado Street and Teller Street and the Residents and Businesses of Colorado Street and Teller Street between Georgia Avenue and Virginia Avenue,

The Gunnison Valley RTA has received a request to consider modifying our commuter bus route. The request is to change the route to make the left-hand turn from Teller St. on E. Virginia Ave. instead of on E. Georgia Ave. to get from Teller to Colorado Street.

Currently, the bus follows this route:

The request is to change to this route:

The request is being considered because there are times (particularly in the winter) when the turn onto Georgia from Teller can get very tight and the left turn onto Virgina is wider and therefore easier to maneuver the bus through.

This request will be considered at the November 7th meeting of the Gunnison Valley RTA Board of Directors. The meeting will take place at 8:00 a.m. in the Gunnison County Courthouse located at 200 E. Virginia Avenue upstairs in the Commissioners' meeting room on November 7th.

The meeting is open to the public and public comment will be heard. If you would prefer to submit your comments via email, please send them to struex@gunnisonvalleyrta.org.

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Facility at 301 W. Tomichi Avenue

Board Members,

As you know we have been waiting for CDOT to send us a grant contract for the $1,000,000 in State funding to fund our new facility next to the Safeway. Recently, I did receive a contract. However, there was a problem with it. The proposed contract contained old information in the scope of work which required me to send an immediate request to amend the contract. I have been assured that they will expedite this request, but as of this packet I have not received a new contract.

The good news is that once we get the contract, we are ready to move forward with the RFQ to select an architect. The RFQ will take about two months from the time of publication to the time of selecting a contractor and then we should be able to move quickly to design.

Due to the delay, I've moved all costs for this project to the 2026 budget.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: GVRTA Intergovernmental Agreement (IGA) Update

Board Members,

We have sent the final version of the amended and restated IGA along to the three municipalities and the County for adoption. The City of Gunnison has adopted the IGA and it is likely that the other entities will do so before the November Board meeting.

We should be able to formally amend our bylaws as we have previously discussed at the December meeting.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Update on contract with CDOT for second daily Bustang Outrider service between Crested Butte and Denver

Board Members,

After further discussions with CDOT this week, they have now proposed that the RTA and Chaffee County each contribute $143,085 to cover 50% of the losses for the second trip between Crested Butte and Denver.

Since our last meeting, we've spoken to representatives from Chaffee County about this request and we will have a follow up meeting with them next week. Leia and I will update you on our discussions at the board meeting.

At our September Board Meeting, you requested data about the Denver bus service and I obtained the information on both ridership and costs for 2024 and 2025.

Month	2024	2025	% change
Jan	1336	1258	-5.84%
Feb	1206	1264	4.81%
Mar	1288	1410	9.47%
Apr	1074	1175	9.40%
May	1353	1347	-0.44%
Jun	1596	1741	9.09%
Jul	2027	2114	4.29%
Aug	1819	2085	14.62%
Sep	1548	1706	10.21%
Oct	1322		
Nov	1234		
Dec	1474		

Monthly	Farebox 2024	Farebox 2025	Farebox % Change	Operating Cost 2024	Operating Cost 2025	Operating Cost % Change
*January	$33,923.50	$30,963.00	-8.73%	$102,007.71	$185,993.00	82.33%
February	$27,872.00	$31,753.00	13.92%	$124,126.65	$219,123.00	76.53%
March	$31,689.00	$36,345.00	14.69%	$123,554.38	$224,133.00	81.40%
April	$24,265.00	$26,776.00	10.35%	$121,465.80	$214,460.00	76.56%
May	$30,328.00	$30,812.00	1.60%	$153,502.34	$218,248.00	42.18%
June	$38,227.00	$39,523.00	3.39%	$147,028.24	$225,883.00	53.63%
July	$46,954.00	$50,170.50	6.85%	$129,338.00	$239,110.50	84.87%
August	$43,780.00	$46,469.30	6.14%	$108,629.00	$234,511.30	115.88%
September	$35,860.00			$100,748.00		
October	$29,158.00			$101,392.00		
November	$27,884.00			$104,288.00		
December	$35,109.00			$144,109.00		

We had expected ridership to increase more than it has, but the issues of overcrowding seem to have been resolved and we are hopeful that we can increase ridership through more public awareness.

The staff recommendation is to contribute the requested $143k for this service and I have included this amount in the budget that you will be considering later on in the meeting. Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Changing the form of meeting minutes

Board Members,

After several months of testing the transition to audio minutes, Leia and I have reviewed the pros and cons of changing the current format. Based on our findings, we recommend that the RTA reconsider this change and continue using written minutes.

Because the RTA meets in three different locations, capturing consistently clear recordings has proven difficult. Leia has also identified additional challenges that she can discuss with you at the meeting.

We propose that we continue using our current written minutes format and improve them by including links to the Zoom meeting recordings, and by adding a time stamp for each agenda item in the minutes.

This approach would allow anyone to easily locate discussions while ensuring that our minutes remain consistent and compliant with requirements.

Leia and I look forward to discussing this with you at the meeting.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Request from UGRWCD for approval of bus window art

Board Members,

We received the attached artwork for your consideration to be placed on three of our buses. It's been a while since we've had one of these requests, therefore, I've also included our policy for advertising on bus windows for easy reference.

I believe that this request complies with our policy and Sue Uerling will be at the meeting in case you have any questions.

Thank you,
Scott Truex
Executive Director

UPPER GUNNISON RIVER WATER CONSERVANCY DISTRICT

1959

OUR WATER
OUR VALLEY

UPPER GUNNISON RIVER
1959
WATER CONSERVANCY DISTRICT

WE GO WITH THE FLOW

WATER YOU WAITING FOR? CONSERVE!

GUNNISON VALLEY TRANSPORTATION AUTHORITY (GVRTA)
POLICY REGARDING ADVERTISEMENTS ON BUSES

The Gunnison Valley Transportation Authority (GVRTA) desires to utilize its fleet of buses to promote valley-wide interests as expressed through governmental entities within its jurisdiction, including WSCU, and local non-profit entities. To achieve this goal, the GVRTA authorizes signs to be placed on the exterior of its bus windows under the following conditions:

1. The governmental or non-profit entity must make a presentation to the Board and obtain Board approval for the proposed signage. Such approval shall be valid for up to three years.
2. The sign(s) must be made of perforated vinyl designed to be see-through from the interior of the bus.
3. The sign(s) must be provided by and paid for by the entity desiring to advertise.
4. Each sign must fit within each side window of a bus and entirely cover the window.
5. Sign(s) must be applied by a professional installer and removed by entity staff under the direction of Alpine Express no later than three years after approval (unless an extension is granted by the Board).

After the adoption of this policy, the following guidelines may apply:

1. WSCU may advertise in all appropriate windows on the right side of 1 bus;
2. Other governmental entities and non-profit entities may advertise in one window of up to three of the remaining buses as available.
3. Signs will be placed only on the right (passenger) side windows of the buses.
4. There are six windows available for advertising on each bus and windows will be available on a first come, first serve basis. If more entities desire to advertise than there is space available, then a waiting list will be created.

Adopted 5-7-21

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Planning for possible future bus service to Montrose

Board Members,

After our discussion last meeting, we contacted several colleagues to brainstorm possible funding sources for a future bus service between Montrose and Gunnison. I anticipate that running a small bus twice daily for a year would cost about $300k in operations.

At the moment, there are not a lot of options available for funding. Representatives from Gunnison County and San Miguel County who work with the Southwest Colorado Opioid Regional Council both suggested the possibility of applying for funding from the Opioid Abatement Council. However, since we want the service to be open to the general public, this funding source may prove to be limited. We are meeting again next week to discuss the idea more thoroughly and we will update you at the meeting.

Since we were meeting with CDOT regarding the second Denver bus, we did bring up this subject and they have not shut the door on the idea of helping to provide this service. We will continue discussions with CDOT and other potential partners looking for ways to fund the operational expenses for a future bus service between Gunnison and Montrose.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

MEMO

November 7, 2025 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Request from Gunnison County to fund bus stops at Brush Creek

Board Members,

We received the attached letter from Gunnison County requesting that we fund the local match for the costs of moving and rebuilding the bus stops as part of the Brush Creek Roundabout improvements project. The request is for $85,200 of the total cost of $426,000. This represents the local match of 20% of the capital costs.

This project will be integrated into the overall roundabout project that will include an underpass for pedestrians to safely walk between the Whetstone Village and the RTA bus stops.

I recommend that the Board approve the request and have taken the liberty to include it in the 2026 budget which is up for adoption later in the meeting in case you decide to do so.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

GUNNISON COUNTY
COUNTY COMMISSIONERS

Gunnison County Board of County Commissioners
Phone: (970) 641-0248
Email: bocc@gunnisoncounty.org
Website: www.GunnisonCounty.org

October 21, 2025

Gunnison Valley Regional Transportation Authority
Board of Directors

Re: Brush Creek Roundabout Funding

Dear RTA Board of Directors,

As you know, the Brush Creek Roundabout project represents a transformative step forward in the safety, efficiency, and connectivity of the Highway 135 corridor. This project is critical to traffic flow in this area, especially once the 252-unit Whetstone Village development is completed. In addition, the Brush Creek roundabout directly enhances the Gunnison Valley RTA system, as this project will deliver two new, fully integrated bus stops that dramatically improve rider safety, comfort, and access at what will become one of the RTA's most heavily used locations. We appreciate the RTA's consideration of contributing financially to this multi-agency coordinated effort, as this will help ensure that the new infrastructure fully supports the valley's transit system, both now and as our communities continue to grow.

As your board discusses your participation in this project, below are a few key points to consider:

Enhancement to Safety and Transit Access:
The roundabout design includes **northbound and southbound RTA bus stops on Highway 135**, complete with dedicated pullouts, ADA-accessible boarding areas, and solar-lit shelters. With the roundabout reducing travel speeds from 55 mph to roughly 20 mph, riders will benefit from a far safer environment for boarding and off-loading. These stops will serve not only current users but also future residents of the Whetstone Village workforce housing development — a major population hub immediately adjacent to the site.

Strengthening Regional Mobility:
The roundabout project is a cornerstone of the Valley's regional mobility and sustainability goals. By providing convenient, safe, and well-designed bus stops, we are encouraging more residents and employees to choose public transit over private vehicles. Integrating these bus stops within the roundabout also transforms a traditional highway improvement into a **true multimodal transportation hub** that supports cars, buses, cyclists, and pedestrians alike.

Cost Efficiency Through Partnership:
Constructing the bus stops alongside the roundabout **now** is significantly more cost-effective than retrofitting later. This shared timing allows the County and RTA to leverage joint design, grading, and mobilization efforts — minimizing long-term expenses and service disruptions. After final engineering, total project costs for the entire roundabout (including two bus stops), increased from the original **$8 million figure to $11 million**, reflecting higher-than-anticipated construction and materials costs.

Through careful value engineering, the County has reduced the total project to about **$9.5 million**, with approximately **$426,000 allocated for the two bus stops**. Existing grants will cover **$340,800** for the bus stops, and we respectfully request the RTA's partnership to fund the remaining **$85,200**.

Looking Ahead:
Once complete, the roundabout project will vastly improve transit access at Brush Creek — and lay the groundwork for a potential park-and-ride facility or trail connection as a Phase II project that could further expand RTA's reach and service. In short, the Brush Creek Roundabout project is a smart, forward-looking investment that enhances both road safety and public transit. The County values the RTA's longstanding commitment to regional connectivity and sustainability, and we hope you will join us in bringing this vital infrastructure to completion.

Sincerely,

Gunnison County Board of Commissioners

Laura Puckett Daniels, Chairperson | Jonathan Houck, Commissioner | Liz Smith, Commissioner

Estimate for the Bus Infrastructure for Brush Creek

SH 135 and Brush Creek Road	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs
Bus Pullout	$ 340,800.00	$ 85,200.00	$ 426,000.00

2026 GVRTA

Final Budget – For Board Adoption 11/7/25

(Prepared on October 30, 2025)

The next pages comprise the Final 2026 GVRTA Budget as presented the GVRTA Board of Directors at the November 7. 2025 meeting. The Board of Directors may make changes before adopting the budget.

Major changes since the last draft:

- Total Sales tax revenues have been increased by $59k due to more information being available since the last draft.
- Sales tax to Capital fund has been increased by $200k to cover additional expenses.
- Sales tax to General fund has been reduced by $141k.
- The allocation between diesel and CNG fuel has been adjusted to reflect more diesel coaches coming into the fleet in early 2026.
- The grant revenues and associated expenses for purchasing the four MCI coaches have been adjusted to reflect more accurate costs.
- The CTE grant has been amended by adding $284k and the associated bus purchases has been increased by $340k due to the ability to get an advance on the grant to buy all three coaches in 2026 instead of over two years.
- Due to the delay in getting a grant contract, all of the grant revenues and facility expenses for the 301 Tomichi project have been moved to 2026.
- $100k has been added to capital expenses for planning for a future Brush Creek Park n Ride.
- $85.2k has been added to capital expenses to cover the local match for the County grant to build the new bus stops at Brush Creek.

2026 Budget Assumptions:

- **Sales Tax**
    - 2026 sales tax is budgeted to be 3% above 2025 projections.

- **Capital Fund**
    - The Capital Fund is allocated $1,250,000 in sales tax revenues in 2026
    - Section 5339(a) Grant funding is budgeted to cover 80% of the cost of two buses.
        - We were awarded a grant for $1,426,924.
    - Section 5339(b) Grant funding is budgeted to cover 85% of the cost of two buses.
        - We were awarded a grant for $1,516,108.
    - State SB-267 grant funding of $1,000,000 is included to build the enhanced bus stop on Hwy 50 in Gunnison.
    - State CTE grant funding of $739,000 for bus purchases to expand service.
    - Projects:
        - Purchasing four full sized buses - $888,461 each.
            - Two with 5339(a) grant funding covering 80% of the cost.
            - Two with 5339(b) grant funding covering 85% of the cost.
        - Purchasing three smaller buses for future service expansion - $340,000 each.
        - Building the enhanced bus stop and GVRTA offices on Hwy 50 in Gunnison - $1,500,000
        - $100,000 is budgeted for planning for a Park n Ride at Brush Creek
        - $85,200 is budgeted for the County to use for a local match for moving the Brush Creek bus stops.

- **Air Command Fund**
    - The Air Command Fund is allocated $650,000 from sales tax revenues in 2026.
    - Winter flights are guaranteed to Houston and Chicago.
        - Total maximum MRG payments are budgeted.
            - $204,352 is budgeted for Houston.
            - $308,004 is budgeted for Chicago.
    - We may be able to reduce our costs associated with the Chicago flight by using SCASD grant funding, and will pursue this more with the DOT once the government shutdown is resolved.
    - Air Services Manager (including travel expenses) - $111,000
    - Airline Mechanic Contribution - $60,000

- **Senior Transportation Fund**
    - The Senior Transportation Fund is allocated $464,000 from sales tax revenues in 2026.
    - Senior transportation operations continue with no changes in 2026.
        - Contracts are budgeted at:
            - $330,000 for GVH.
            - $130,000 for Mountain Express.

- **General Fund**
    - The remaining Sales Tax ($4,218,000) is allocated to the General Fund.
    - The GVRTA Commuter Bus operates on a 41 round-trip winter bus schedule and a 33 round-trip spring, summer, and fall bus schedule.
    - Includes $50,000 contribution be included towards funding the Hwy 135 Corridor Plan under Contracted Temporary Help.
    - $143,000 is budgeted for the local match for the second daily bus to Denver.

- **Overall**
    - Total revenues are budgeted to be $11,907,632.
    - Total expenditures are budgeted not to exceed $12,922,503.
    - Total cash fund balance is budgeted to be reduced by $1,014,871.
    - Capital assets will increase by a total of $6,087,312 less depreciation.
    - Four new large buses - $3,567,312
    - Three new small buses - $1,020,000
    - Enhanced bus stop project - $1,500,000
    - Ending fund balance is budgeted to be $4,637,114.
    - The ending unrestricted fund balance is budgeted to be $3,973,944.
    - The minimum unrestricted fund balance mandated by the board under this budget would be $2,630,800.

Gunnison Valley Transportation Authority
2026 Budget
For Adoption on November 7, 2025

Gunnison Valley Transportation Authority 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Sales Tax Revenues	**$ 6,213,731**	**$ 6,289,000**	**$ 6,386,319**	**$ 6,577,000**
Sales Tax to General Fund	$ 4,830,731	$ 4,593,000	$ 4,865,319	$ 4,218,000
Sales Tax to Capital Fund	$ 500,000	$ 500,000	$ 500,000	$ 1,250,000
Sales Tax to Air Command Fund	$ 450,000	$ 750,000	$ 575,000	$ 650,000
Sales Tax to Senior Transportation Fund	$ 433,000	$ 446,000	$ 446,000	$ 459,000
	$ 6,213,731	**$ 6,289,000**	**$ 6,386,319**	**$ 6,577,000**

GVRTA General Fund 2026 Budget		2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning General Fund Balance		**$ 1,732,918**	**$ 2,209,167**	**$ 2,423,691**	**$ 2,939,720**
Revenues:					
	Sales Tax Revenues	$ 4,830,731	$ 4,593,000	$ 4,865,319	$ 4,218,000
	Sales Tax - Clerk	$ 53,635	$ 37,000	$ 56,000	$ 40,000
	Interest Charges	$ (417)	$ 1,000	$ 1,500	$ 1,000
	Other Fines	$ (2,917)	$ 1,000	$ 1,000	$ 1,000
	Rental Income - West Evans Maintenance Facility	$ 26,400	$ 26,400	$ 26,400	$ 26,400
	Rental Income - Solstice and Lazy K Housing Units	$ 79,651	$ 70,600	$ 93,000	$ 97,200
	Earnings on Investments	$ 142,891	$ 80,000	$ 180,000	$ 100,000
CTE A&O & C	Clean Transit Enterprise Service Expansion Op. Grant				$ -
5311 A & O	FTA 5311Admin. & Operating Grants G-1042	$ 359,512	$ 367,000	$ 367,008	$ 378,000
Total Revenues		**$ 5,489,486**	**$ 5,176,000**	**$ 5,590,227**	**$ 4,861,600**
Expenditures:					
	Postage	$ 10	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 3,606	$ 4,000	$ 4,000	$ 4,000
	Building Repair and Maintenance	$ 21,257	$ 30,000	$ 30,000	$ 40,000
	Travel - Transportation	$ 518	$ 4,000	$ 3,000	$ 6,000
	Travel - Meals	$ 612	$ 3,000	$ 2,000	$ 5,000
	Travel - Lodging	$ 1,520	$ 3,000	$ 3,177	$ 5,000
	Legal Services	$ 6,232	$ 8,000	$ 30,000	$ 10,000
	Contracted Temporary Help - Marcy & RAE	$ 94,135	$ 58,000	$ 9,000	$ 58,000
	Contract Svcs - Morrison, Swiftly, etc.	$ 71,565	$ 82,000	$ 87,000	$ 85,000
	Management Services - TMS	$ 97,344	$ 101,238	$ 101,238	$ 107,500
	Meetings - Registrations	$ 25	$ 2,000	$ 1,950	$ 2,000
	State Fees	$ 24,854	$ 30,000	$ 26,000	$ 30,000
	Treasurer's Fees	$ 62,176	$ 77,000	$ 70,000	$ 77,000
	Late Night Taxi & Bustang Services	$ 37,895	$ 100,000	$ 100,000	$ 173,000
	Advertising, Notices, Public Outreach & Website	$ 9,515	$ 18,000	$ 18,000	$ 15,000
	Dues & Memberships (CASTA & POA Memberships)	$ 29,012	$ 25,000	$ 25,000	$ 33,000
	Auditing	$ 12,590	$ 13,500	$ 12,895	$ 13,905
	Insurance & Bonds	$ 20,287	$ 22,000	$ 22,000	$ 25,000
	Utilities	$ 4,729	$ 10,000	$ 4,000	$ 1,000
	Investment Commissions/Fees	$ 51	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 13,220	$ 14,000	$ 14,000	$ 14,500
5311 - A	Management Services - TMS	$ 97,344	$ 101,238	$ 101,238	$ 107,500
5311 - A	Bus Operations Manager - Ecovatus		$ 78,000	$ 78,000	$ 81,000
5311 - O	Diesel Fuel	$ 91,737	$ 120,000	$ 105,000	$ 250,000
5311 - O	CNG Fuel	$ 359,053	$ 400,000	$ 386,500	$ 300,000
5311 - O	Repair & Maintenance - Vehicles	$ 634,193	$ 640,000	$ 640,000	$ 673,000
5311 - O	Purchased Transportation Services	$ 3,105,233	$ 3,200,000	$ 3,200,000	$ 3,400,000
Total Expenditures		**$ 4,798,713**	**$ 5,144,176**	**$ 5,074,198**	**$ 5,516,605**
Ending General Fund Balance		**$ 2,423,691**	**$ 2,240,991**	**$ 2,939,720**	**$ 2,284,715**

GVRTA Capital Reserve Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	**$ 1,313,636**	**$ 727,970**	**$ 728,893**	**$ 336,762**
Revenues:				
5339 - C Federal Section 5339(a) CCCP G-1046			$ -	$ 1,426,924
Federal Section 5339(b) Disc. G-1047		$ 1,516,108		$ 1,516,108
State SB267 Grant for Facility G-3587		$ 1,000,000	$ -	$ 1,000,000
CTE Grants for expansion of service G-1045				$ 739,000
Sales Tax Revenues	$ 500,000	$ 500,000	$ 500,000	$ 1,250,000
Capital Fund Revenues	**$ 500,000**	**$ 3,016,108**	**$ 500,000**	**$ 5,932,032**
Expenditures:				
5339 - C Bus Purchases - G1046	$ -	$ 1,783,667	$ -	$ 1,776,921
Bus Purchases - G-1047			$ -	$ 1,776,921
CTE - C Expansion Grant (purchase of three small buses) G-1045				$ 1,020,000
Bus Purchases (local)	$ -	$ 891,833	$ 890,000	$ 3,500
SB-267 Facility Purchases / Design / Construction G-3587	$ 110,043	$ 1,000,000	$ -	$ 1,500,000
Housing/Land Purchases	$ 812,623	$ -	$ 2,131	$ -
Capital Improvements	$ 162,077	$ -	$ -	$ 185,200
Capital Fund Expenditures	**$ 1,084,743**	**$ 3,675,500**	**$ 892,131**	**$ 6,262,542**
Ending Fund Balance	**$ 728,893**	**$ 68,578**	**$ 336,762**	**$ 6,252**

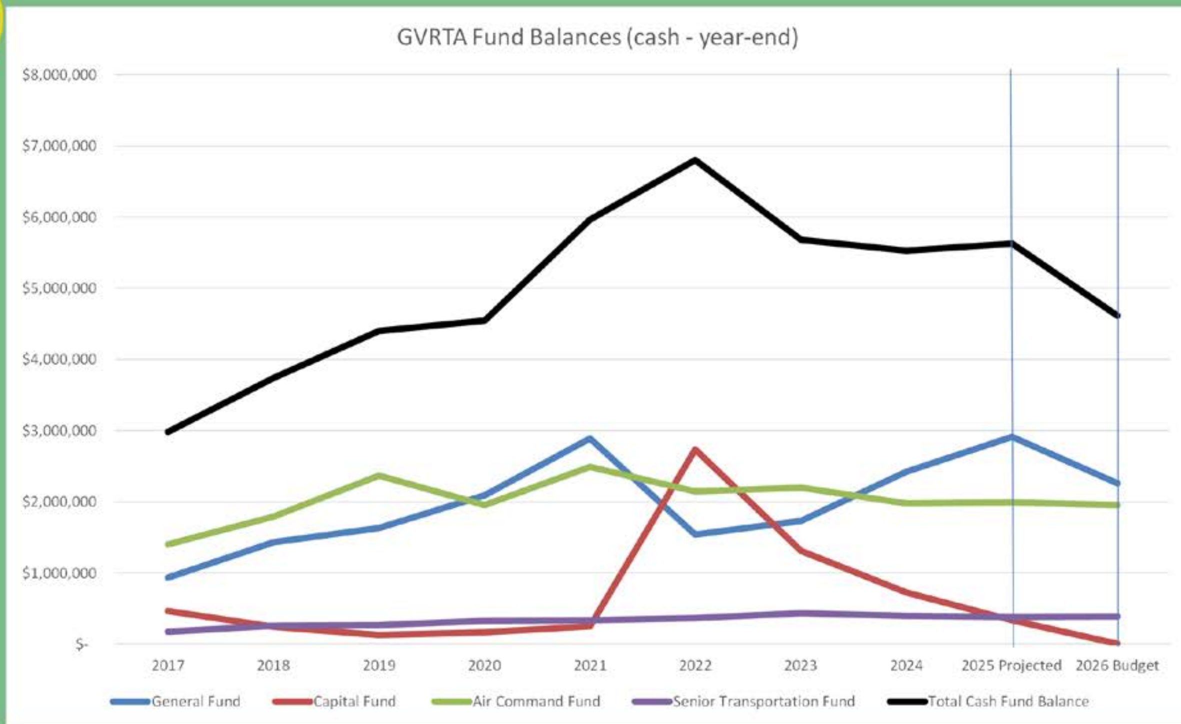
GVRTA Air Command Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	**$ 2,200,398**	**$ 1,980,944**	**$ 1,981,155**	**$ 1,990,257**
Revenues:				
Sales Tax Revenues	$ 450,000	$ 750,000	$ 575,000	$ 650,000
SCASD Grant (possible $154,002 - goes to county)	$ -	$ -	$ -	$ -
RTA Air Command Fund Revenues	**$ 450,000**	**$ 750,000**	**$ 575,000**	**$ 650,000**
Expenditures:				
Airline Guarantees - Winter (IAH)	$ 521,954	$ 582,206	$ 405,898	$ 204,352
Professional Services - Tomcich	$ 99,289	$ 106,000	$ 106,000	$ 111,000
Airline Mechanic Subsidy to Gunnison County	$ 48,000	$ 50,000	$ 54,000	$ 60,000
Airline Guarantees - ORD (possible change to $154,002 if 50%)	$ -	$ -	$ -	$ 308,004
RTA Air Command Fund Expenditures	**$ 669,243**	**$ 738,206**	**$ 565,898**	**$ 683,356**
Ending Fund Balance	**$ 1,981,155**	**$ 1,992,738**	**$ 1,990,257**	**$ 1,956,901**

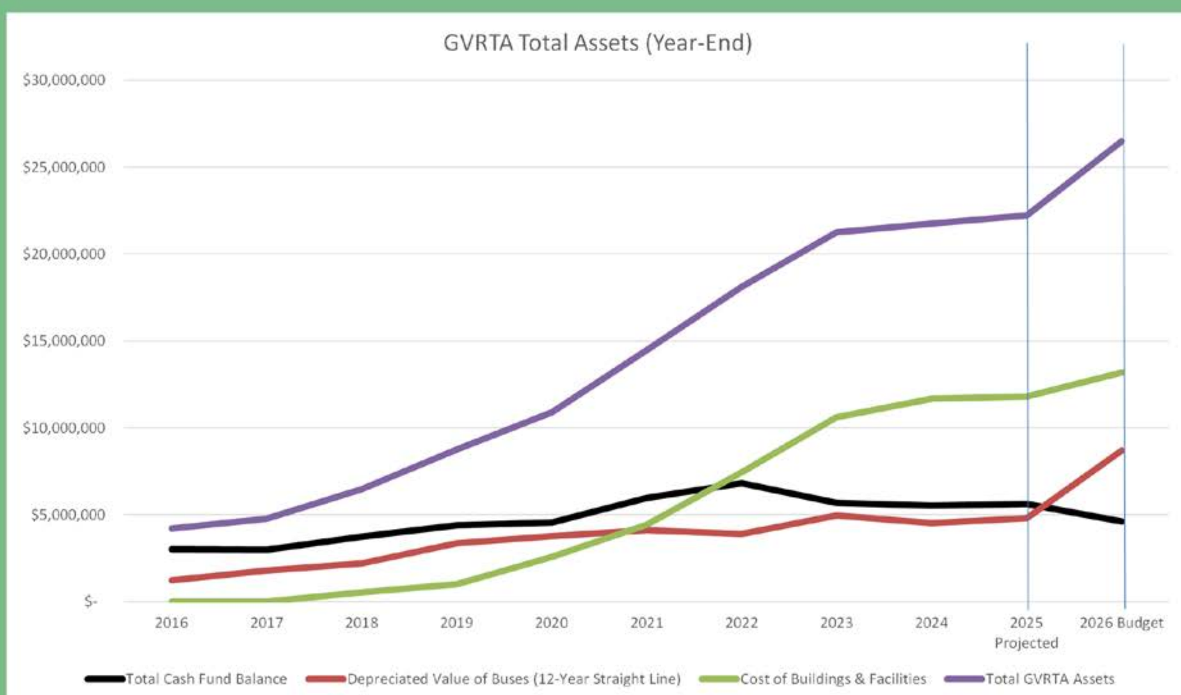
GVRTA Senior Transportation Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	**$ 437,390**	**$ 356,611**	**$ 397,246**	**$ 385,246**
Revenues:				
Sales Tax Revenues	$ 433,000	$ 446,000	$ 446,000	$ 464,000
Senior Transportation Fund Revenues	**$ 433,000**	**$ 446,000**	**$ 446,000**	**$ 464,000**
Expenditures:				
Capital Expenses	$ 91,987	$ -	$ 23,000	
Contracted Services	$ 381,157	$ 420,000	$ 435,000	$ 460,000
Senior Transportation Fund Expenditures	**$ 473,144**	**$ 420,000**	**$ 458,000**	**$ 460,000**
Ending Fund Balance	**$ 397,246**	**$ 382,611**	**$ 385,246**	**$ 389,246**

GVRTA Total Revenues and Expenditures 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	**$ 5,684,342**	**$ 5,274,692**	**$ 5,530,985**	**$ 5,651,985**
Revenues:	$ 6,872,486	$ 9,388,108	$ 7,111,227	$ 11,907,632
Expenditures:	$ 7,025,843	$ 9,977,882	$ 6,990,227	$ 12,922,503
Ending Fund Balance	**$ 5,530,985**	**$ 4,684,918**	**$ 5,651,985**	**$ 4,637,114**

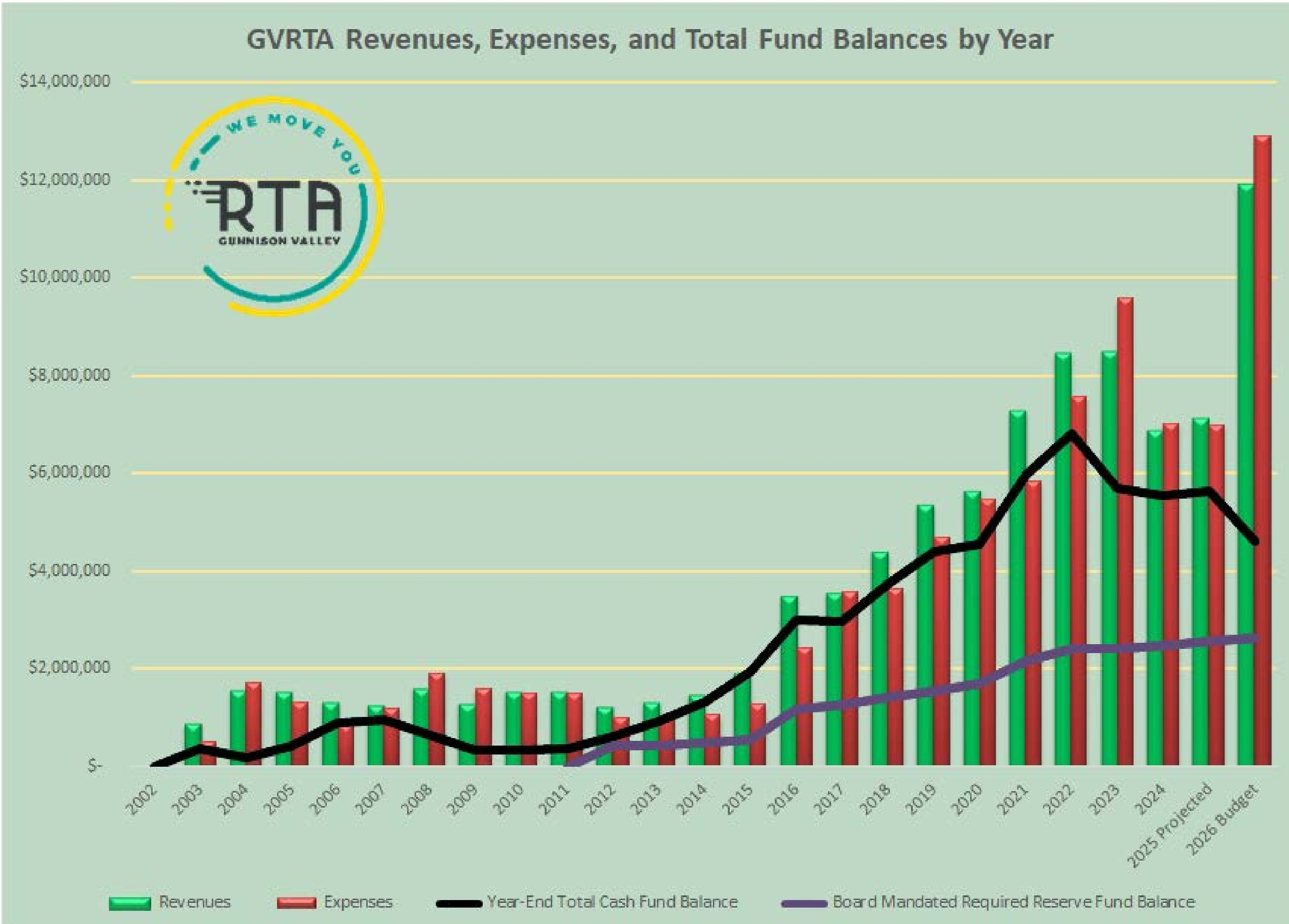
GVRTA Summary of all Funds 2026 Budget Fund Balances	Year End 2024 Actual	Year End 2025 Budget	Year End 2025 Projected	Year End 2026 Budget
Unrestricted General Fund Balance	$ 2,423,691	$ 2,240,991	$ 2,939,720	$ 2,284,715
Capital Reserve Fund Balance	$ 728,893	$ 68,578	$ 336,762	$ 6,252
Air Command Fund Balance	$ 1,981,155	$ 1,992,738	$ 1,990,257	$ 1,956,901
Senior Transportation Fund Balance	$ 397,246	$ 382,611	$ 385,246	$ 389,246
Total Fund Balance	**$ 5,530,985**	**$ 4,684,918**	**$ 5,651,985**	**$ 4,637,114**

Gunnison Valley Transportation Authority 2026 Budget





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



Cost of buildings and facilities over time

Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,227	$ 10,760,257
Improvements to CBS Bus Stop	2024	$ 120,850	$ 10,881,107
Gunnison Transit Center	2026	$ 2,312,298	$ 13,193,405

Gunnison Valley RTA – Five Year Financial Plan – for adoption by the Board of Directors on November 7, 2025

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 limited resources to provide services and results that are in line with the community's expectations while achieving long-term financial balance, responsible planning, and accountability. This Five-Year Financial plan is a valuable evaluation tool that can serve the GVRTA Board of Directors in evaluating the fiscal implications of policy decisions and offering a process for publicly deliberating and making future budget choices.

By using this financial 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.

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. In addition, fund balances are at levels which can help to sustain the GVRTA in the event of an economic downturn. We have also been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

The financial plan on the next pages includes notes for revenues and for each of our funds. These notes include assumptions based upon projections about the economy and the plan may need to be adjusted if the projected revenues are not obtained.

The General Fund includes sustaining bus service at current levels in 2026 and beginning service expansion in the spring of 2027 as a result of the new CTE funding source.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and facilities.

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 because individual flight programs often 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 as needed in the future.

Sales Tax Revenues:

Gunnison Valley RTA - DRAFT Five-Year Financial Plan
For Adoption - November, 2025

Gunnison Valley Transportation Authority DRAFT Five-Year Financial Plan	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Sales Tax Revenues	**$ 6,289,000**	**$ 6,386,319**	**$ 6,577,000**	**$ 6,774,000**	**$ 6,977,000**	**$ 7,186,000**	**$ 7,402,000**
Transfers							
Sales Tax to General Fund	$ 4,593,000	$ 4,865,319	$ 4,218,000	$ 4,651,000	$ 4,840,000	$ 5,634,000	$ 5,835,000
Sales Tax to Capital Reserve Fund	$ 500,000	$ 500,000	$ 1,250,000	$ 900,000	$ 900,000	$ 300,000	$ 300,000
Sales Tax to Air Command Fund	$ 750,000	$ 575,000	$ 650,000	$ 750,000	$ 750,000	$ 750,000	$ 750,000
Sales Tax to Senior Transportation Fund	$ 446,000	$ 446,000	$ 459,000	$ 473,000	$ 487,000	$ 502,000	$ 517,000
Total Transfers	**$ 6,289,000**	**$ 6,386,319**	**$ 6,577,000**	**$ 6,774,000**	**$ 6,977,000**	**$ 7,186,000**	**$ 7,402,000**

Notes on sales tax revenues and transfers:

Sales tax is projected to increase 3% per year
Transfers to the Capital Reserve Fund are as needed to provide local match for bus grants and capital projects
Transfers to the Air Command Fund are set at $750,000 per year beginning in 2027
Transfers to the Senior Transportation Fund are set at $459,000 in 2026 and increase by 3% per year
Transfers to the General Fund are the remainder of sales tax revenues after other transfers

GVRTA - General Fund DRAFT Five-Year Financial Plan		2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning General Fund Balance		**$ 2,209,167**	**$ 2,423,691**	**$ 2,939,720**	**$ 2,258,315**	**$ 1,838,415**	**$ 1,375,915**	**$ 1,563,915**
Revenues:								
	Sales Tax Revenues	$ 4,593,000	$ 4,865,319	$ 4,218,000	$ 4,651,000	$ 4,840,000	$ 5,634,000	$ 5,835,000
	Sales Tax - Clerk	$ 37,000	$ 56,000	$ 40,000	$ 41,000	$ 42,000	$ 43,000	$ 44,000
	Interest Charges	$ 1,000	$ 1,500	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Other Fines	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Rental Income	$ 70,600	$ 93,000	$ 97,200	$ 97,200	$ 97,200	$ 97,200	$ 97,200
	Earnings on Investments	$ 80,000	$ 180,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
CTE - A&O	CTE Expansion Grant for operations			$ -	$ 316,000	$ 600,000	$ 600,000	$ 600,000
5311 A & O	FTA 5311 Admin. & Operating Grant	$ 367,000	$ 367,008	$ 378,000	$ 389,300	$ 401,000	$ 413,000	$ 425,400
Total Revenues		**$ 5,149,600**	**$ 5,563,827**	**$ 4,835,200**	**$ 5,596,500**	**$ 6,082,200**	**$ 6,889,200**	**$ 7,103,600**
Expenditures:								
	Postage	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Building Repair and Maintenance	$ 30,000	$ 30,000	$ 40,000	$ 42,000	$ 44,000	$ 46,000	$ 48,000
	Travel - Transportation	$ 4,000	$ 3,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000
	Travel - Meals	$ 3,000	$ 2,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
	Travel - Lodging	$ 3,000	$ 3,177	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
	Legal Services	$ 8,000	$ 30,000	$ 10,000	$ 10,500	$ 11,000	$ 12,000	$ 13,000
	Contracted Temporary Help - Marcy & RAE	$ 58,000	$ 9,000	$ 58,000	$ 8,000	$ 8,000	$ 8,000	$ 8,000
	Contract Svcs - Morrison, Swiftly, etc.	$ 82,000	$ 87,000	$ 85,000	$ 89,000	$ 93,000	$ 98,000	$ 103,000
	Management Services	$ 101,238	$ 101,238	$ 107,500	$ 111,800	$ 116,300	$ 121,000	$ 127,100
	Meetings - Registrations	$ 2,000	$ 1,950	$ 2,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	State Fees	$ 30,000	$ 26,000	$ 30,000	$ 31,000	$ 32,000	$ 33,000	$ 34,000
	Treasurer's Fees	$ 77,000	$ 70,000	$ 77,000	$ 79,000	$ 81,000	$ 83,000	$ 85,000
	Late Night Taxi and Bustang Services	$ 100,000	$ 100,000	$ 173,000	$ 180,000	$ 185,000	$ 191,000	$ 197,000
	Advertising, Notices, Public Outreach & Website	$ 18,000	$ 18,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000
	Dues & Memberships (CASTA & POAs)	$ 25,000	$ 25,000	$ 33,000	$ 34,000	$ 35,000	$ 36,100	$ 37,200
	Auditing	$ 13,500	$ 12,895	$ 13,905	$ 12,000	$ 15,000	$ 15,000	$ 15,000
	Insurance & Bonds	$ 22,000	$ 22,000	$ 25,000	$ 25,000	$ 28,000	$ 29,000	$ 30,000
	Utilites	$ 10,000	$ 4,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Investment Commissions/Fees	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 14,000	$ 14,000	$ 14,500	$ 14,900	$ 15,300	$ 15,800	$ 16,300
5311 - A	Management Services	$ 101,238	$ 101,238	$ 107,500	$ 111,800	$ 116,300	$ 121,000	$ 127,100
5311 - A	Bus Operations Manager - Ecovatus	$ 78,000	$ 78,000	$ 81,000	$ 84,200	$ 87,600	$ 91,100	$ 95,700
5311 & CTE - O	Diesel Fuel	$ 120,000	$ 105,000	$ 250,000	$ 328,000	$ 394,000	$ 420,000	$ 440,000
5311 & CTE - O	CNG Fuel	$ 400,000	$ 386,500	$ 300,000	$ 300,000	$ 300,000	$ 275,000	$ 250,000
5311 & CTE - O	Repair & Maintenance - Vehicles	$ 640,000	$ 640,000	$ 673,000	$ 768,000	$ 850,000	$ 850,000	$ 850,000
5311 & CTE - O	Purchased Transportation Services	$ 3,200,000	$ 3,200,000	$ 3,400,000	$ 3,749,000	$ 4,095,000	$ 4,218,000	$ 4,345,000
A&O	*Subtotal of 5311 & CTE Grant Activities*	*$ 4,539,238*	*$ 4,510,738*	*$ 4,811,500*	*$ 5,341,000*	*$ 5,842,900*	*$ 5,975,100*	*$ 6,107,800*
Total Expenditures		**$ 5,144,176**	**$ 5,074,198**	**$ 5,516,605**	**$ 6,016,400**	**$ 6,544,700**	**$ 6,701,200**	**$ 6,859,600**
Ending General Fund Balance		**$ 2,214,591**	**$ 2,913,320**	**$ 2,258,315**	**$ 1,838,415**	**$ 1,375,915**	**$ 1,563,915**	**$ 1,807,915**

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 eligible expenses included in applications for grant contracts with CDOT
Bus service is planned at 41 round-trips in the winter and 33 in the spring, summer, and fall in 2025 and 2026
- service expands to 41 round-trips year round in 2027
- service expands to 53 trips in winter and 41 round trips in spring, summer, and fall in 2028

Contract with Destination Systems increases based upon CPI and is projected at 3% per year
Fuel costs increase at 3% per year
Other items are either flat or increase nominally

GVRTA Capital Reserve Fund **DRAFT Five-Year Financial Plan**	**2025 Budget**	**2025 Projected**	**2026 Budget**	**2027 Planned**	**2028 Planned**	**2029 Planned**	**2030 Planned**
Beginning Fund Balance	**$ 727,970**	**$ 728,893**	**$ 336,762**	**$ 9,752**	**$ 292,032**	**$ 313,292**	**$ 418,232**
Revenues:							
State and Federal Capital Grants	$ 2,516,108	$ -	$ 3,943,032	$ 1,470,880	$ 1,514,960	$ 780,240	$ 803,680
CTE Grants for capital			$ 739,000				
Sales Tax Revenues	$ 500,000	$ 500,000	$ 1,250,000	$ 900,000	$ 900,000	$ 300,000	$ 300,000
Capital Fund Revenues	**$ 3,016,108**	**$ 500,000**	**$ 5,932,032**	**$ 2,370,880**	**$ 2,414,960**	**$ 1,080,240**	**$ 1,103,680**
Expenditures:							
Bus Purchases - 5339(a) grants	$ 1,783,667	$ -	$ 1,776,921	$ 1,838,600	$ 1,893,700	$ 975,300	$ 1,004,600
Bus Purchases - 5339(b) grants			$ 1,776,921				
Bus Purchases (small buses) - CTE grants			$ 1,020,000				
Bus Purchases (local)	$ 891,833	$ 890,000					
Facility Purchases / Design / Construction	$ 1,000,000	$ -	$ 1,500,000				
Housing / Land Purchase	$ -	$ 2,131	$ -				
Capital Improvements	$ -	$ -	$ 185,200	$ 250,000	$ 500,000		
Capital Fund Expenditures	**$ 3,675,500**	**$ 892,131**	**$ 6,259,042**	**$ 2,088,600**	**$ 2,393,700**	**$ 975,300**	**$ 1,004,600**
Ending Fund Balance	**$ 68,578**	**$ 336,762**	**$ 9,752**	**$ 292,032**	**$ 313,292**	**$ 418,232**	**$ 517,312**

Notes on the Capital Reserve Fund:

Transfers to the Capital Reserve Fund are as needed to provide local match for bus grants and capital projects
Improvements include:

2025 - Purchase new bus with local funds	$ 890,000	(Ordered… local funds… expected delivery 12/25)
2026 - Purchase of two large buses with Section 5339(a) Grant (awarded)	$ 1,776,921	(Ordered … Grant contract executed… expected delivery 1/26)
2026 - Purchase of two large buses with Section 5339(b) Grant (awarded)	$ 1,776,921	(Ordered … Grant contract executed… expected delivery 3/26)
2026 - Contruction of Gunnison transit facility at Safeway Lot w/ state grant	$ 1,500,000	(Grant cotract executed… waiting for procurment concurance)
2027 - Purchase three small buses with CTE grant funding	$ 1,020,000	(Awarded - awaiting grant contract)
2026 - Initial planning for Brush Creek Park n Ride	$ 100,000	(Local funding)
2026 - Contribution to Brush Creek Bus Stops	$ 85,200	(Local funding)
2027 - Upgrade Rec Center and Virginia bus stops	$ 100,000	(Local funding)
2027 - Construction of additional flag bus stop at POA in CB South	$ 150,000	(Local funding)
2027 - Purchase two large buses* - dependent upon receiving a grant award of	**$ 1,470,880**	
2028 - Construction of Park & Ride - Brush Creek	$ 500,000	(Local funding)
2028 - Purchase two large buses* - dependent upon receiving a grant award of	**$ 1,514,960**	
2029 - Purchase one large bus* - dependent upon receiving a grant award of	**$ 780,240**	
2030 - Purchase one large bus* - dependent upon receiving a grant award of	**$ 803,680**	

**** Small buses could be substituted for any of these large buses if necessary or desired.***

GVRTA Air Command Fund **DRAFT Five-Year Financial Plan**	**2025 Budget**	**2025 Projected**	**2026 Budget**	**2027 Planned**	**2028 Planned**	**2029 Planned**	**2030 Planned**
Beginning Fund Balance	**$ 1,980,944**	**$ 1,981,155**	**$ 1,990,257**	**$ 1,956,901**	**$ 2,061,901**	**$ 2,181,901**	**$ 2,096,901**
Revenues:							
Sales Tax Revenues	$ 750,000	$ 575,000	$ 650,000	$ 750,000	$ 750,000	$ 750,000	$ 750,000
SCASD Grant ($600k received by county spread over 2027-28)	$ -	$ -	$ -	$ -			
RTA Air Command Fund Revenues	**$ 750,000**	**$ 575,000**	**$ 650,000**	**$ 750,000**	**$ 750,000**	**$ 750,000**	**$ 750,000**
Expenditures:							
Airline Guarantees - Winter IAH	$ 582,206	$ 405,898	$ 204,352	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Professional Services - Tomcich Travel & RRC	$ 106,000	$ 106,000	$ 111,000	$ 115,000	$ 120,000	$ 125,000	$ 130,000
Airline Mechanic Subsidy	$ 50,000	$ 54,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Airline Guarantees - ORD (50% by county in 2026, 27 & 87)	$ -	$ -	$ 308,004	$ 220,000	$ 200,000	$ 400,000	$ 400,000
RTA Air Command Fund Expenditures	**$ 738,206**	**$ 565,898**	**$ 683,356**	**$ 645,000**	**$ 630,000**	**$ 835,000**	**$ 840,000**
Ending Fund Balance	**$ 1,992,738**	**$ 1,990,257**	**$ 1,956,901**	**$ 2,061,901**	**$ 2,181,901**	**$ 2,096,901**	**$ 2,006,901**

Notes on the Air Command Fund:

- Transfers to the Air Command Fund are set at $750,000 per year beginning in 2027
- Houston Winter MRG expenditures are set at $250,000 each year
- Chicago winter service is currently budgeted to be funded locally. We are in discussions with the DOT about the possibility of using SCASD grants for this program.
- The Air Command Fund Balance could 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 this far out

GVRTA Senior Transportation Fund **DRAFT Five-Year Financial Plan**	**2025 Budget**	**2025 Projected**	**2026 Budget**	**2027 Planned**	**2028 Planned**	**2029 Planned**	**2030 Planned**
Beginning Fund Balance	**$ 356,611**	**$ 397,246**	**$ 385,246**	**$ 389,246**	**$ 388,246**	**$ 247,246**	**$ 246,246**
Revenues:							
Sales Tax Revenues	$ 446,000	$ 446,000	$ 464,000	$ 473,000	$ 487,000	$ 502,000	$ 517,000
Senior Transportation Fund Revenues	**$ 446,000**	**$ 446,000**	**$ 464,000**	**$ 473,000**	**$ 487,000**	**$ 502,000**	**$ 517,000**
Expenditures:							
Capital Expenses	$ -	$ 23,000	$ -		$ 140,000		
Contracted Services	$ 420,000	$ 435,000	$ 460,000	$ 474,000	$ 488,000	$ 503,000	$ 518,000
Senior Transportation Fund Expenditures	**$ 420,000**	**$ 458,000**	**$ 460,000**	**$ 474,000**	**$ 628,000**	**$ 503,000**	**$ 518,000**
Ending Fund Balance	**$ 382,611**	**$ 385,246**	**$ 389,246**	**$ 388,246**	**$ 247,246**	**$ 246,246**	**$ 245,246**

Notes on the Senior Transportation Fund:

- Transfers to the Senior Transportation Fund are set at $459,000 in 2026 and increase by 3% per year
- Contracted expenses increase by 3% per year
- Capital expense includes Gunnison bus/van purchases in 2028

RTA Total Revenues and Expenditures DRAFT Five-Year Financial Plan	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning Fund Balance	**$ 5,274,692**	**$ 5,530,985**	**$ 5,651,985**	**$ 4,614,214**	**$ 4,580,594**	**$ 4,118,354**	**$ 4,325,294**
Revenues:	$ 9,361,708	$ 7,084,827	$ 11,881,232	$ 9,190,380	$ 9,734,160	$ 9,221,440	$ 9,474,280
Expenditures:	$ 9,977,882	$ 6,990,227	$ 12,919,003	$ 9,224,000	$ 10,196,400	$ 9,014,500	$ 9,222,200
Ending Fund Balance	**$ 4,658,518**	**$ 5,625,585**	**$ 4,614,214**	**$ 4,580,594**	**$ 4,118,354**	**$ 4,325,294**	**$ 4,577,374**

RTA Summary of all Funds DRAFT Five-Year Financial Plan Fund Balances - Year End	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
General Fund Balance	$ 2,214,591	$ 2,913,320	$ 2,258,315	$ 1,838,415	$ 1,375,915	$ 1,563,915	$ 1,807,915
Capital Reserve Fund Balance	$ 68,578	$ 336,762	$ 9,752	$ 292,032	$ 313,292	$ 418,232	$ 517,312
Air Command Fund Balance	$ 1,992,738	$ 1,990,257	$ 1,956,901	$ 2,061,901	$ 2,181,901	$ 2,096,901	$ 2,006,901
Senior Transportation Fund Balance	$ 382,611	$ 385,246	$ 389,246	$ 388,246	$ 247,246	$ 246,246	$ 245,246
Total Fund Balance	**$ 4,658,518**	**$ 5,625,585**	**$ 4,614,214**	**$ 4,580,594**	**$ 4,118,354**	**$ 4,325,294**	**$ 4,577,374**

Notes on fund balances:

The Senior Transportation Fund must be kept whole

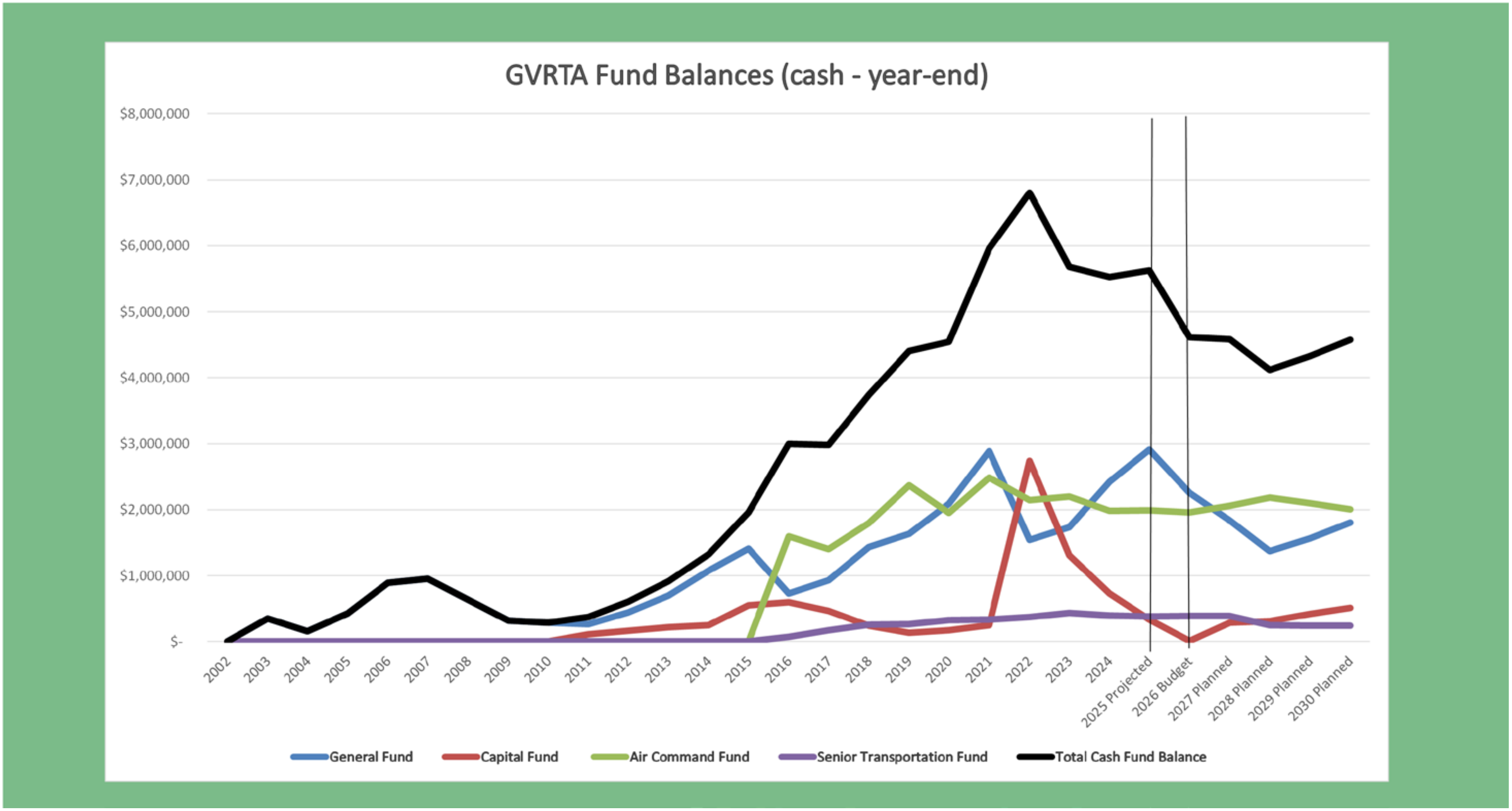
- Additional funds may be allocated to the Senior Transportation Fund, but transfers out of the Senior Transportation Fund are not allowed per the ballot language

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

Projected sales tax revenue in 2026 requires that we maintain a total unrestricted fund balance of: $ 2,630,800

Total unrestricted fund balance at end of 2026 is budgeted to be: $ 4,224,968


GVRTA Fund Balances (cash - year-end)
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
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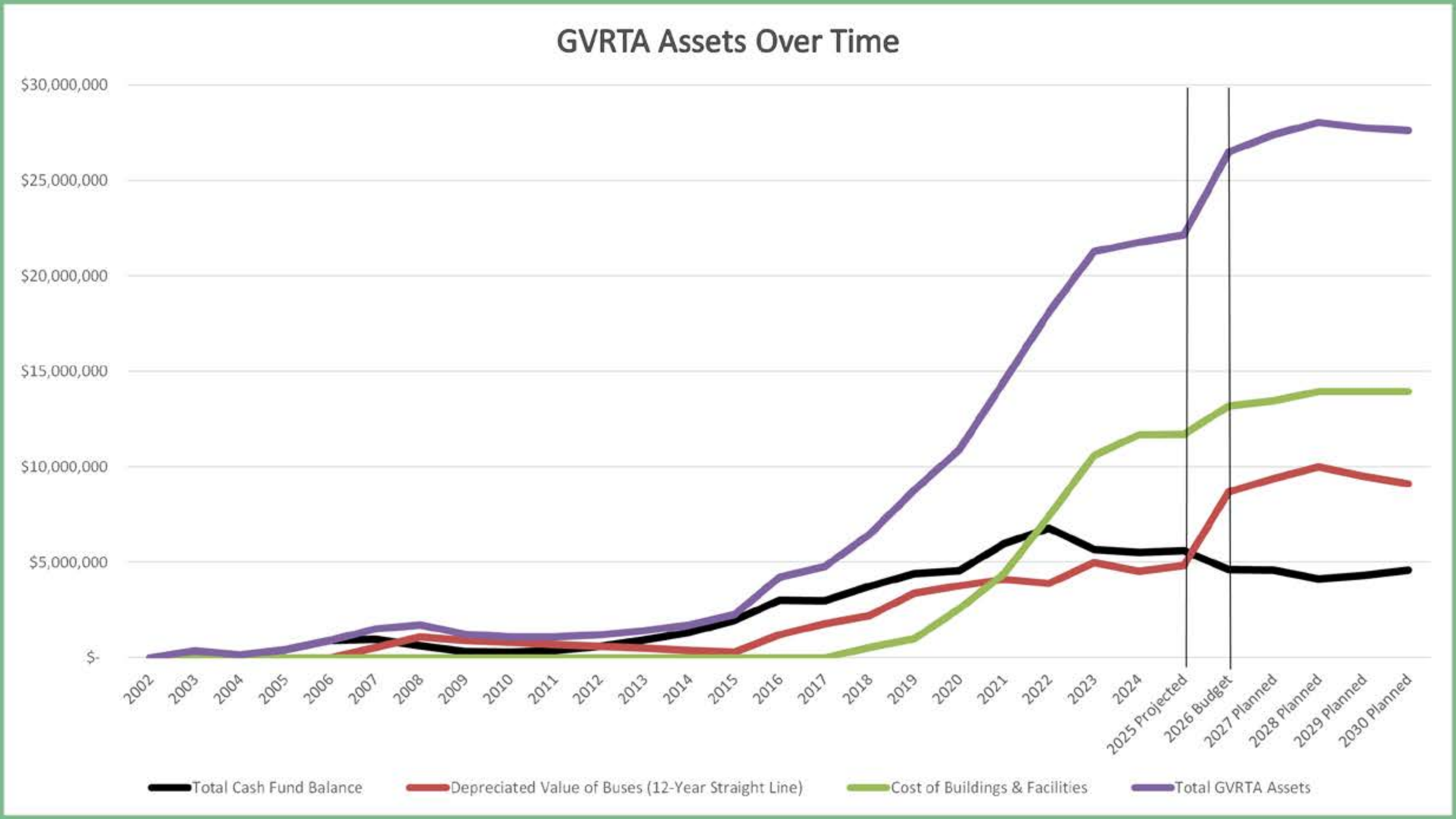
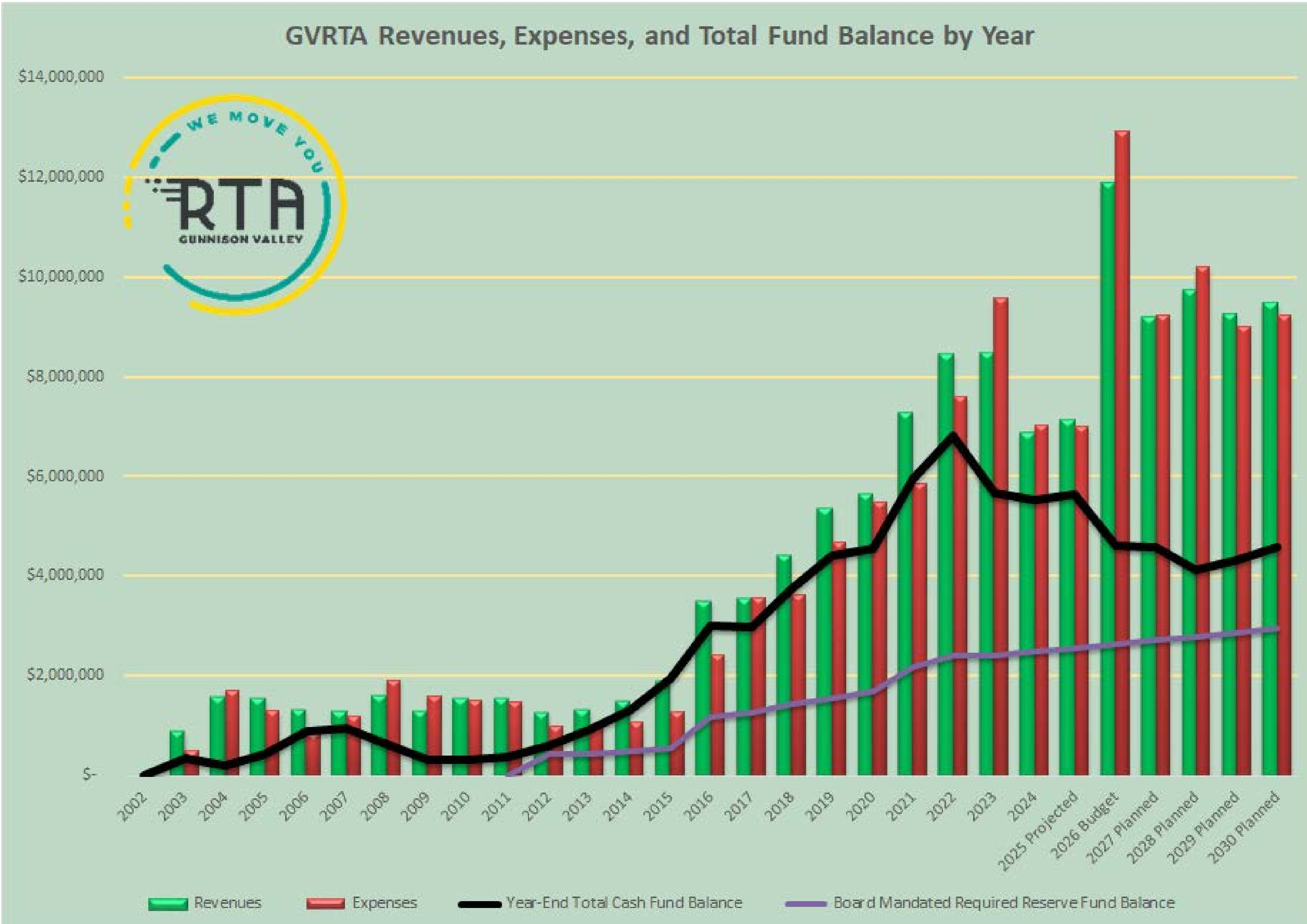
2023
2024
2025 Projected
2026 Budget
2027 Planned
2028 Planned
2029 Planned
2030 Planned
General Fund
Capital Fund
Air Command Fund
Senior Transportation Fund
Total Cash Fund Balance



*For planning purposes only. Estimated value based on cost of assets - Not accounting booked values.


GVRTA Revenues, Expenses, and Total Fund Balance by Year
$14,000,000
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
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2017
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2019
2020
2021
2022
2023
2024
2025 Projected
2026 Budget
2027 Planned
2028 Planned
2029 Planned
2030 Planned
Revenues
Expenses
Year-End Total Cash Fund Balance
Board Mandated Required Reserve Fund Balance
WE MOVE YOU
RTA
GUNNISON VALLEY

Actual, Projected and Planned Costs of Buildings and Facilities

Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
Almont Bus Stops	2020	$ 170,800	$ 2,050,331
Lazy K Five-Plex	2022	$ 1,789,659	$ 3,839,990
Solstice Condominiums, Unit G	2022	$ 602,911	$ 4,442,901
Gunnison City Bus Shelters	2023	$ 77,228	$ 4,520,129
Lazy K 104A, 107A, and 110A	2023	$ 1,251,119	$ 5,771,248
500 S. 9th Street bus storage lot	2023	$ 323,033	$ 6,094,281
905 W. Evans Concrete Apron	2023	$ 313,470	$ 6,407,751
Whetstone Bus Storage Facility	2024	$ 4,311,279	$ 10,719,030
Gunnison City Bus Shelters	2024	$ 41,227	$ 10,760,257
Improvements to CBS Bus Stop	2024	$ 120,850	$ 10,881,107
Gunnison Transit Center	2026	$ 2,312,298	$ 13,193,405
Virg. & Rec Ctr Bus stop upgrades	2027	$ 100,000	$ 13,293,405
CB South POA Bus Stop	2027	$ 150,000	$ 13,443,405
Brush Creek Park and Ride	2028	$ 500,000	$ 13,943,405

GVRTA Fleet Replacement Schedule

Larger MCI Commuter Coach Fleet (57 Passenger)

Bus Number	Fuel	Year Purchased	Funding Source	7/1/2025 Current Mileage	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Current fleet								
504	Deisel	2017	5311	712,329	2026	734,000	2028	754,000
505	Deisel	2017	Local	681,024	2026	694,000	2028	714,000
506	CNG	2017	Local/DOLA	560,641	2027	651,000	2029	671,000
503	CNG	2018	5339	522,962	2028	684,000	2029	694,000
502	CNG	2019	State	528,301	2028	690,000	2029	700,000
501	CNG	2019	5339	549,865	2028	708,000	2031	738,000
500	CNG	2020	5339/VW	388,731	2029	638,000	2031	658,000
507	CNG	2021	State	348,906	2030	644,000	2032	674,000
508	CNG	2023	5339	223,220	2030	680,000	2032	710,000
509	CNG	2023	5339	239,888	2031	680,000	2033	710,000
Awaiting delivery								
510	Deisel	2025	Local	-	2033	680,000	2035	710,000
511	Deisel	2026	5339	-	2034	680,000	2036	710,000
512	Deisel	2026	5339	-	2034	680,000	2036	710,000
513	Deisel	2026	5339	-	2035	680,000	2037	710,000
514	Deisel	2026	5339	-	2035	680,000	2037	710,000
Future projected purchases								
515	Deisel	2027	TBD	-	2036	680,000	2038	710,000
516	Deisel	2027	TBD	-	2036	680,000	2038	710,000
517	TBD	2028	TBD	-	2037	680,000	2039	710,000
518	TBD	2028	TBD	-	2037	680,000	2039	710,000
519	TBD	2030	TBD	-	2039	680,000	2041	710,000
520	TBD	2031	TBD	-	2040	680,000	2042	710,000

Smaller Cutaway Fleet (approx. 30 Passenger)

Bus Number	Fuel	Year Purchased	Funding Source	Current Mileage	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Future purchases								
551	Deisel	2026	CTE	-	2032	416,000	2034	446,000
552	Deisel	2026	CTE	-	2032	415,000	2034	445,000
553	Deisel	2027	CTE	-	2033	415,000	2034	445,000

Fleet Replacement Schedule

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
#504	In service	Spare		Retired													
#505	In service	Spare		Retired													
#506	In service		Spare		Retired												
#503	In service			Spare	Retired												
#502	In service			Spare	Retired												
#501	In service			Spare			Retired										
#500	In service				Spare		Retired										
#507	In service					Spare		Retired									
#508	In service					Spare		Retired									
#509	In service						Spare		Retired								
#510		In service							Spare		Retired						
#511		In service								Spare		Retired					
#512		In service								Spare		Retired					
#513		In service									Spare		Retired				
#514		In service									Spare		Retired				
#515			In service									Spare		Retired			
#516			In service									Spare		Retired			
#517				In service									Spare		Retired		
#518				In service									Spare		Retired		
#519						In service									Spare		Retired
#520							In service									Spare	
#551		In service						Spare		Retired							
#552		In service						Spare		Retired							
#553		In service						Spare		Retired							

MANAGEMENT SERVICES AGREEMENT

THIS MANAGEMENT SERVICES AGREEMENT (this Agreement) made effective January 1, 2026 is by and between the Gunnison Valley Transportation Authority (RTA), Gunnison, Colorado, and Truex Management Services, Inc., a Colorado Corporation (TMS).

RECITALS

TMS provides the non-exclusive professional management services of Scott Truex (the Services); The RTA desires to engage TMS to provide the Services according to this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

TERM.

The term of this Agreement shall commence on the date first set forth above and shall terminate on December 31, 2026, unless sooner terminated as provided herein. This agreement may be renewed for three (3) successive one (1) year terms as provided herein.

SCOPE OF SERVICES.

TMS shall provide to the RTA the services of Truex for the purposes of performing the duties of Executive Director for the RTA as described in the attached ~~Position Description~~Scope of Work (Exhibit A). Truex shall perform the duties of Executive Director for the RTA ~~solely~~ as ~~directed by the governing board of the RTA~~and described by its governing documents and as managed by the Board of Directors of the RTA. TMS shall also provide office space, telephones, computers, office equipment, and internet access for Truex's use. All of the above shall be referred to as "S~~s~~ervices".

~~COMPENSATION~~INDEPENDENT CONTRACTOR.

(a) TMS is an independent contractor to the RTA. Truex is not, and shall not be construed to be, an employee of RTA.~~;~~ A~~a~~t all times while Truex provides services to RTA, he is and shall be an employee of TMS.

(b) In exchange for the~~se~~ Services, the RTA shall pay TMS the contract rate of $17,916.67 per month for the 2026 calendar year (the Compensation); the Compensation shall be paid on or before the twentieth day of each month.

(c) The Compensation set forth in (b) above, is intended to fully compensate TMS for all of the services including all compensation for Truex, and all other charges, expenses, overhead, payroll costs, and employee benefits, except as specifically set forth herein.

(d) The RTA shall reimburse TMS for any travel expenses incurred by Truex required for his performance as Executive Director of the RTA with the exception of vehicle expenses within Gunnison County, which shall be the expense of TMS.

(e) **TMS is not entitled to unemployment insurance benefits from the RT~~S~~A. TMS is obligated to pay federal and state income tax on any mone~~d~~ys paid to TMS pursuant to this Agreement.** TMS will determine and be responsible to pay compensation for Truex, including any salary, vacation time, health insurance, retirement benefits, workmen's compensation, and other benefits that TMS may determine to be appropriate, and pay Truex accordingly.

INDEMNIFICATION.

(a) TMS agrees to indemnify, defend and hold harmless the RTA, its partners, officers, directors, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorneys' fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of TMS or its employees or sub-consultants.

(b) The RTA is protected by and subject to the Colorado Governmental Immunity Act. Neither party shall interpret this provision as a waiver of governmental immunity.

(c) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

TERM, RENEWAL, AND TERMINATION.

This Agreement shall run for a period of twelve months starting January 1, 2026, and ending December 31, 2026. Subject to the annual appropriation of funds by the RTA to provide the type of management services described herein, this agreement shall automatically renew for three (3) successive one-year terms unless written notice is given by RTA to TMS on or before October 1st of its intention to terminate this agreement. ~~for the upcoming year~~. In the event agreement is not terminated, the ~~schedule of compensation~~ contract rate set forth in subsection (b) above shall be increased by 4% over the ~~compensation~~ contract rate of the previous year. The parties shall discuss any changes to the Scope of Work no later than sixty (60) days' prior to the beginning of the next contract term. ~~Either party~~ TMS shall have the right to terminate this Agreement at any time, with or without cause, upon ninety (90) days' prior written notice to the RTA~~other~~. The RTA may not terminate this Agreement absent a breach of contract by

TMS. ~~RTA and TMS agree that annual performance reviews will be performed and performance goals will be set for the next year by RTA Board Members and Truex.~~

~~**ILLEGAL ALIEN ADDENDUM.**~~

~~The Illegal Alien Addendum, attached hereto as Exhibit B, is incorporated herein by this reference. TMS is the Contractor and RTA is the Owner for purposes of the Illegal Alien Addendum.~~

INSURANCE.

TMS agrees that at all times during the term of this agreement, TMS will cause Truex to carry a professional liability policy in the amount of $2,000,000. TMS shall also cause Truex to carry and maintain in full force and effect and at Truex's sole cost and expense, comprehensive automobile liability insurance on all vehicles used in the performance of this agreement in the amount of $100,000.00 per person and $300,000.00 per occurrence for bodily injury and property damage~~.~~ and to carry an umbrella policy with a personal liability limit of at least $2,000,000 per occurrence.

NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

If to TMS:
Truex Management Services, Inc.
c/o Scott Truex
P.O. Box 998
Crested Butte, CO 81224

If to RTA:
Board of Directors
Gunnison Valley Transportation Authority
P.O. Box 1191
Crested Butte, CO 81224

With a copy to:
The County Manager
Gunnison County
200 E. Virginia
Gunnison, CO 81230

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

ENTIRE AGREEMENT.

This ~~written~~ Agreement contains the entire understanding of the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the ~~obligations~~ Scope of Work.~~to be performed hereunder~~. This Agreement shall not be modified or amended in any manner except by written instrument executed by the parties.

APPLICABLE LAW.

This Agreement is entered into at Gunnison County, Colorado, and it is agreed that the proper jurisdiction and venue of any action pertaining to the interpretation of enforcement of this Agreement shall be in the District Court of Gunnison County, Colorado.

INVALIDITY OR INAPPLICABILITY.

If any term, provision or paragraph of this Agreement, or the application thereof, be invalid or unenforceable, the remainder of this Agreement or the application of such terms, provisions and paragraphs other than that which is held to be invalid or unenforceable, shall not be effected thereby and each of the remaining terms, provisions and paragraphs of the Agreement shall be valid and enforceable to the extent permitted by law.

BINDING AGREEMENT.

This Agreement and the terms, covenants and conditions herein contained shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto upon approval of the parties, representatively.

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

TRUEX MANAGEMENT SERVICES, INC.

______________________ By: ______________________

Date

Scott A. Truex
Director

GUNNISON VALLEY
TRANSPORTATION
AUTHORITY

____________________________ By:____________________________________

Date

Matthew Schwartz
Chair of the Board of Directors

Exhibit A: ~~Position Description~~Scope of Work: Gunnison Valley RTA Executive Director (RTA)

~~Responsibilities Overview~~

~~The Executive Director of the Gunnison Valley RTA (GVRTA) is responsible for managing, planning, directing, coordinating, and administering day-to-day activities, as well as short and long-term objectives of the GVRTA. The role requires a progressive approach and visionary leadership to continuously improve GVRTA services. Collaboration with the Board of Directors, Air Service Manager, Bus Operations Manager, and Marketing and Communications Manager is essential to implement Board policies and decisions.~~

~~Requirements~~

- ~~**Leadership**: Forward-thinking approach to improve GVRTA services.~~
- ~~**Financial Management**: Develop, write, and manage federal and state grants. Ensure compliance with regulations to maintain funding.~~
- ~~**Operational Oversight**: Supervise contractors, manage budgets, oversee financial transactions, capital projects, and procurement.~~
- ~~**Communication**: Engage effectively with stakeholders, the public, officials, and contractors.~~
- ~~**Technical Skills**: Proficiency in budget management, contract negotiation, grant writing, software tools, and regulatory compliance.~~
- ~~**Self-Sufficiency**: Provide own vehicle, office space, and equipment.~~

Broad ~~Responsibilities~~Scope

1. **Financial Management**:
   - Develop and oversee budgets.
   - Monitor financial transactions and create financial reports.
   - Manage audits and ensure compliance with regulations.
   - Oversee grant applications and reporting.
2. **Policy Implementation**:
   - Work with the Board Chair to prepare meeting agendas and materials.
   - Implement Board directives.
   - Ensure ~~GV~~RTA policies and plans are current and compliant.
3. **Operational Leadership**:
   - Direct and coordinate day-to-day activities and operations.
   - Supervise and guide air service, marketing and communication, and bus operations managers to ensure timely and high-quality outcomes.
   - Negotiate contracts and oversee execution.
4. **Communication**:
   - Act as the primary contact for stakeholders, public inquiries, and media.
   - Represent ~~GV~~RTA at community and professional meetings.

- Maintain relationships with local, state, and federal partners.

Detailed ~~Responsibilities~~Scope

General Tasks

- Collaborate with municipalities, counties, and the state for transit system management.
- Manage senior transportation programs with GVH and Mt. Express.
- Guide negotiations with airlines and bus service providers.
- Respond to public and law enforcement inquiries.
- Present ~~GV~~RTA goals and policies to the public.

Administrative ~~Duties~~

- Create and update operational reports.
- Draft RFPs for purchases and services.
- Maintain organized and secure ~~GV~~RTA records.
- Ensure insurance policies are current and adequate.
- Manage relationships with contractors and partners.

Communication ~~Responsibilities~~

- Regularly communicate with:
  - Board members, managers, and contractors.
  - Federal and state representatives (CDOT, FTA, etc.).
  - News media and the general public.
- Maintain and update transit schedules on platforms like Google Transit and Swiftly App.

Contract Management

- Draft and review contracts with legal counsel.
- Oversee contracts with CDOT, transportation service providers, airlines, contractors, consultants, and others.
- Ensure compliance with all contractual obligations.

Financial Oversight

- Prepare annual and five-year budgets.
- Audit invoices and monitor monthly financial statements.
- Ensure timely reimbursement requests and proper recording of revenues.
- Submit required financial and performance reports.

Grant Management

- Write and manage grant applications for federal and state funding.
- Ensure compliance with CDOT and FTA requirements.
- Submit monthly and quarterly reports.
- Research new grant opportunities.

Meeting Preparation

- Create and distribute Board meeting agendas and packets.
- Represent ~~GV~~RTA at conferences and regional planning sessions.
- Participate in Air Command, Board, and community meetings.

Planning and Policy Development

- Develop and maintain RTA plans, including:
  - Title VI Plan, LEP Plan, Substance Abuse Policy.
  - Fleet Management and Maintenance Plan.
- Coordinate air and ground planning efforts.
- Work with the Board on long-term strategies., including succession planning.

Regulatory and Legal Compliance

- Ensure ADA compliance and adherence to federal/state regulations.
- Manage data retention and respond to public records requests.
- File reports for DBE, NTD, and Drug/Alcohol Management.

~~**Essential Skills and Attributes**~~

- ~~**Analytical**: Strong budgeting and financial skills and high attention to detail.~~
- ~~**Interpersonal**: Excellent communication with diverse groups.~~
- ~~**Managerial**: Ability to supervise, manage, and motivate people.~~
- ~~**Technical**: Proficiency in document and accounting software.~~
- ~~**Regulatory Knowledge**: Understanding of ADA, DBE, and other compliance requirements.~~
- ~~**Independent**: Ability to self-motivate and manage resources effectively.~~

~~In summary, the Executive Director serves as the pivotal leader ensuring the operational, financial, and strategic success of the Gunnison Valley RTA. This multifaceted role requires a balance of technical expertise, effective communication, and visionary leadership to drive forward the mission of delivering safe, reliable, and innovative transit solutions to the Gunnison Valley community.~~

~~Exhibit B: Illegal Alien Addendum~~

~~ILLEGAL ALIEN ADDENDUM REQUIRED IN ALL PUBLIC CONTRACTS FOR SERVICES BY C.R.S. §8-17.5-101, ET. SEQ.~~

~~a. By its signature on this Agreement, Contractor certifies that, as of the time of its signature, it does not knowingly employ or contract with an illegal alien and that, in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States, the Contractor has participated or attempted to participate in the E-Verify program ("E-Verify Program") created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the United States Department of Homeland Security, and the Social Security Administration or the Department Program (Department Program) established pursuant to §8-17.5-102(5)(c), C.R.S.~~

~~b. Contractor agrees that it shall not knowingly employ or contract with an illegal alien to perform work under this Agreement; and that it shall not enter into a contract with a subcontractor that fails to certify to the contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.~~

~~c. Contractor has confirmed or attempted to confirm through participation in the E-Verify or Department Program the employment eligibility of all employees who are newly hired for employment in the United States.~~

~~d. Contractor shall not use E-Verify or Department Program procedures to undertake preemployment screening of job applicants while work under this Agreement is being performed.~~

~~e. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, the Contractor shall: (1) notify the subcontractor and the Owner within three days that the Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and (2) terminate the subcontract with the subcontractor if, within three days of receiving the notice required herein, the subcontractor does not stop employing or contracting with the illegal alien; except that the Contractor shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.~~

~~f. The Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. Section 8-17.5-101(5).~~

~~g. If Contractor violates a provision of this Illegal Alien Addendum, the Owner may terminate this Agreement for breach of contract. If the Agreement is so terminated, the Contractor shall be liable for actual and consequential damages to the Owner. Contractor understands that, in the event of such a termination, Owner is required to notify the office of the Colorado Secretary of State.~~

MANAGEMENT SERVICES AGREEMENT

THIS MANAGEMENT SERVICES AGREEMENT (this Agreement) made effective January 1, 2026 is by and between the Gunnison Valley Transportation Authority (RTA), Gunnison, Colorado, and Truex Management Services, Inc., a Colorado Corporation (TMS).

RECITALS

TMS provides the non-exclusive professional management services of Scott Truex (the Services); The RTA desires to engage TMS to provide the Services according to this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

TERM.

The term of this Agreement shall commence on the date first set forth above and shall terminate on December 31, 2026, unless sooner terminated as provided herein. This agreement may be renewed for three (3) successive one (1) year terms as provided herein.

SCOPE OF SERVICES.

TMS shall provide to the RTA the services of Truex for the purposes of performing the duties of Executive Director for the RTA as described in the attached Scope of Work (Exhibit A). Truex shall perform the duties of Executive Director for the RTA as and described by its governing documents and as managed by the Board of Directors of the RTA. TMS shall also provide office space, telephones, computers, office equipment, and internet access for Truex's use. All of the above shall be referred to as "Services".

INDEPENDENT CONTRACTOR.

(a) TMS is an independent contractor to the RTA. Truex is not, and shall not be construed to be, an employee of RTA. At all times while Truex provides services to RTA, he is and shall be an employee of TMS.

(b) In exchange for the Services, the RTA shall pay TMS the contract rate of $17,916.67 per month for the 2026 calendar year (the Compensation); the Compensation shall be paid on or before the twentieth day of each month.

(c) The Compensation set forth in (b) above, is intended to fully compensate TMS for all of the services including all compensation for Truex, and all other charges, expenses, overhead, payroll costs, and employee benefits, except as specifically set forth herein.

(d) The RTA shall reimburse TMS for any travel expenses incurred by Truex required for his performance as Executive Director of the RTA with the exception of vehicle expenses within Gunnison County, which shall be the expense of TMS.

(e) **TMS is not entitled to unemployment insurance benefits from the RTA. TMS is obligated to pay federal and state income tax on any moneys paid to TMS pursuant to this Agreement.** TMS will determine and be responsible to pay compensation for Truex, including any salary, vacation time, health insurance, retirement benefits, workmen's compensation, and other benefits that TMS may determine to be appropriate, and pay Truex accordingly.

INDEMNIFICATION.

(a) TMS agrees to indemnify, defend and hold harmless the RTA, its partners, officers, directors, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorneys' fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of TMS or its employees or sub-consultants.

(b) The RTA is protected by and subject to the Colorado Governmental Immunity Act. Neither party shall interpret this provision as a waiver of governmental immunity.

(c) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

TERM, RENEWAL, AND TERMINATION.

This Agreement shall run for a period of twelve months starting January 1, 2026, and ending December 31, 2026. Subject to the annual appropriation of funds by the RTA to provide the type of management services described herein, this agreement shall automatically renew for three (3) successive one-year terms unless written notice is given by RTA to TMS on or before October 1st of its intention to terminate this agreement.. In the event agreement is not terminated, the contract rate set forth in subsection (b) above shall be increased by 4% over the contract rate of the previous year. The parties shall discuss any changes to the Scope of Work no later than sixty (60) days' prior to the beginning of the next contract term. TMS shall have the right to terminate this Agreement at any time, with or without cause, upon ninety (90) days' prior written notice to the RTA. The RTA may not terminate this Agreement absent a breach of contract by TMS.

INSURANCE.

TMS agrees that at all times during the term of this agreement, TMS will cause Truex to carry a professional liability policy in the amount of $2,000,000. TMS shall also cause Truex to carry and maintain in full force and effect and at Truex's sole cost and expense, comprehensive automobile liability insurance on all vehicles used in the performance of this agreement in the amount of $100,000.00 per person and $300,000.00 per occurrence for bodily injury and property damage and to carry an umbrella policy with a personal liability limit of at least $2,000,000 per occurrence.

NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

If to TMS:
Truex Management Services, Inc.
c/o Scott Truex
P.O. Box 998
Crested Butte, CO 81224

If to RTA:
Board of Directors
Gunnison Valley Transportation Authority
P.O. Box 1191
Crested Butte, CO 81224

With a copy to:
The County Manager
Gunnison County
200 E. Virginia
Gunnison, CO 81230

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

ENTIRE AGREEMENT.

This Agreement contains the entire understanding of the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the Scope of Work.. This

Agreement shall not be modified or amended in any manner except by written instrument executed by the parties.

APPLICABLE LAW.

This Agreement is entered into at Gunnison County, Colorado, and it is agreed that the proper jurisdiction and venue of any action pertaining to the interpretation of enforcement of this Agreement shall be in the District Court of Gunnison County, Colorado.

INVALIDITY OR INAPPLICABILITY.

If any term, provision or paragraph of this Agreement, or the application thereof, be invalid or unenforceable, the remainder of this Agreement or the application of such terms, provisions and paragraphs other than that which is held to be invalid or unenforceable, shall not be effected thereby and each of the remaining terms, provisions and paragraphs of the Agreement shall be valid and enforceable to the extent permitted by law.

BINDING AGREEMENT.

This Agreement and the terms, covenants and conditions herein contained shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto upon approval of the parties, representatively.

IN WITNESS WHEREOF, this Agreement has been executed the day and year first above written.

TRUEX MANAGEMENT SERVICES, INC.

________________________ By: ______________________________
Date
Scott A. Truex
Director

GUNNISON VALLEY
TRANSPORTATION
AUTHORITY

________________________ By: ______________________________
Date
Matthew Schwartz
Chair of the Board of Directors

Exhibit A: Scope of Work: Gunnison Valley RTA Executive Director (RTA)

Broad Scope

1. **Financial Management**:
    - Develop and oversee budgets.
    - Monitor financial transactions and create financial reports.
    - Manage audits and ensure compliance with regulations.
    - Oversee grant applications and reporting.
2. **Policy Implementation**:
    - Work with the Board Chair to prepare meeting agendas and materials.
    - Implement Board directives.
    - Ensure RTA policies and plans are current and compliant.
3. **Operational Leadership**:
    - Direct and coordinate day-to-day activities and operations.
    - Supervise and guide air service, marketing and communication, and bus operations managers to ensure timely and high-quality outcomes.
    - Negotiate contracts and oversee execution.
4. **Communication**:
    - Act as the primary contact for stakeholders, public inquiries, and media.
    - Represent RTA at community and professional meetings.
    - Maintain relationships with local, state, and federal partners.

Detailed Scope

General Tasks

- Collaborate with municipalities, counties, and the state for transit system management.
- Manage senior transportation programs with GVH and Mt. Express.
- Guide negotiations with airlines and bus service providers.
- Respond to public and law enforcement inquiries.
- Present RTA goals and policies to the public.

Administrative

- Create and update operational reports.
- Draft RFPs for purchases and services.
- Maintain organized and secure RTA records.
- Ensure insurance policies are current and adequate.
- Manage relationships with contractors and partners.

Communication

- Regularly communicate with:

    - Board members, managers, and contractors.
    - Federal and state representatives (CDOT, FTA, etc.).
    - News media and the general public.
- Maintain and update transit schedules on platforms like Google Transit and Swiftly App.

Contract Management

- Draft and review contracts with legal counsel.
- Oversee contracts with CDOT, transportation service providers, airlines, contractors, consultants, and others.
- Ensure compliance with all contractual obligations.

Financial Oversight

- Prepare annual and five-year budgets.
- Audit invoices and monitor monthly financial statements.
- Ensure timely reimbursement requests and proper recording of revenues.
- Submit required financial and performance reports.

Grant Management

- Write and manage grant applications for federal and state funding.
- Ensure compliance with CDOT and FTA requirements.
- Submit monthly and quarterly reports.
- Research new grant opportunities.

Meeting Preparation

- Create and distribute Board meeting agendas and packets.
- Represent RTA at conferences and regional planning sessions.
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Planning and Policy Development

- Develop and maintain RTA plans, including:
    - Title VI Plan, LEP Plan, Substance Abuse Policy.
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- Coordinate air and ground planning efforts.
- Work with the Board on long-term strategies., including succession planning.

Regulatory and Legal Compliance

- Ensure ADA compliance and adherence to federal/state regulations.
- Manage data retention and respond to public records requests.

- File reports for DBE, NTD, and Drug/Alcohol Management.