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

November 6th, 2026, at 8:00 a.m.
In the Crested Butte Town Council Room located in the Crested Butte Town Hall, 507 Maroon Avenue in Crested Butte.

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 6, 2026
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE COUNCIL CHAMBERS
CRESTED BUTTE TOWN OFFICES – 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 25, 2026 MEETING MINUTES
D. FINANCIAL REPORT
E. CORRESPONDENCE – email regarding senior service
F. OLD BUSINESS
1) Air program report
2) Bus program reports

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued
3) Airport update – Rick Lamport
4) Tourism and Prosperity Partnership report – Katy Mooney
5) Air service update – Bill Tomcich
6) Executive Director's report – Scott Truex

8:35 G. PUBLIC COMMENT PERIOD (At this time, members of the public may provide comments to the Board on topics that are not on the agenda. Any questions will be received as comments and potentially responded to by the appropriate staff or Board member, following the meeting. Per Colorado Open Meetings Law, no Board discussion or action will take place until a later date, unless an emergency situation is deemed to exist by the GVRTA Attorney. Each speaker has a time limit of 5 minutes to facilitate efficiency in the conduct of the meeting and to allow an equal opportunity for everyone wishing to speak.)

8:40 H. COMMENTS FROM BOARD MEMBERS & STAFF

8:45 I. NEW BUSINESS
1) Renewal of fiscal agreement with Gunnison County for 2027-2031 – Scott Truex – **motion and decision requested**
2) Approval of contract with Gunnison County and Gunnison Valley Health to provide senior transportation in 2027 – Scott Truex – **motion and decision requested**
3) Approval of contract with Gunnison County and Mountain Express to provide senior transportation in 2027 – Scott Truex – **motion and decision requested**

4) Budgeting for contributions for second daily Bustang-Outrider bus to and from Denver, possible service between Gunnison and Montrose, and the Late-Night Taxi for 2027 and beyond – discussion – Scott Truex
5) Authorization of the Executive Director to sign a contract with CDOT contributing to a second daily Outrider bus between Denver and Crested Butte – Scott Truex – **motion and decision requested**
6) Adoption of the GVRTA 2027 Budget – Scott Truex – **motion and decision requested**
7) Adoption of the GVRTA 2027-2031 Five-Year Financial Plan – Scott Truex – **motion and decision requested**
8) Approval of 2027 GVRTA Board of Directors Meeting dates – Scott Truex – **motion and decision requested**
9) Informational items requested as a follow up to the August work-session – discussion – Scott Truex
    a. Contingency in-house service plan
    b. Descriptions of how RFTA and CORE integrate with other transit agencies
10) Executive Director performance Review – Matt Schwartz – possible executive session.

9:55 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated. Next meeting – December 11th at 8:00 a.m. in the Gunnison County Courthouse.

GUNNISON VALLEY TRANSPORTATION AUTHORITY
MEETING MINUTES
September 25, 2026
Board of County Commissioners Gunnison County Courthouse

A. INTRODUCTION
Matt Schwartz called the meeting to order at 8:01 am
Board members in attendance: Matt Schwartz, Liz Smith, Laura Puckett Daniels, Ian Billick, Gabi Prochaska, Nicholas Kempin and Diego Plata, Steve Morrison (ZOOM)

Scott Truex, Leia Morrison, Mike Patterson, Bill Tomcich, Rick Lamport, Andrew Sandstrom (ZOOM), Kathy Fogo (ZOOM), and community members are also present.

CONSENT AGENDA
B. ADOPTION OF THE AGENDA
C. APPROVAL OF THE AUGUST 14TH, 2026 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.*** Gabi Prochaska seconded the motion. The motion passed unanimously. 8:01 am (Zoom Time Stamp)

F. OLD BUSINESS CONTINUED

3) Airport Update 8:02
Rick Lamport updated the board on airport news.

4) Tourism and Prosperity Partnership (TAPP) report 8:06 am
Andrew Sandstrom shared the Tourism and Prosperity Partnership Report.

5) Air Service Update 8:08 am
Bill Tomcich gave the air service update.

6) Executive Director's Report 8:22 am
Scott Truex gave the Executive Director's report.

7) Adoption of GVRTA Core Air Service Statement 8:36 am
Liz Smith ***moved to adopt the RTA Core Air Service Statement as presented.*** Diego Plata seconded the motion. The motion passed unanimously.

8)Update from the design committee regarding the transit center project at 301 W. Tomichi Avenue. 8:37 am
The committee updated the board on transit center progress.

Public Comment 8:41 am
There was no public comment.

Comments from Board & Staff 8:42am

I. New Business 8:44 am
1) Approval of bus window advertising artwork for Whetstone Village
Gabi Prochaska ***moved to authorize Whetstone Village to place the proposed artwork on buses 502, 508, 509 per the revised bus window advertising policy and to allow the artwork to be rotated among the four different designs.*** Diego Plata seconded the motion.
The motion passed unanimously.

2) Approval of contract for engineering and project management services for bus stop improvements at 11th and Virginia, improvements at the Hwy 135 and Denver bus stop and the Hwy 135 and Spencer bus stop, and a bus pullout at the CB South POA. 8:45 am
Liz Smith ***moved to authorize the Board Chair to sign a contract with SCJ Alliance Consulting Service for engineering and project management services for bus stop improvements at 11th and Virginia, improvements at the Hwy 135 and Denver bus stop and the Hwy 135 and Spencer bus stop, and a bus pullout at the CB South POA in an amount not to exceed $66,000 after approval of the contract with the GVRTA Executive Director and the GVRTA Attorney.*** Nicholas Kempin seconded the motion.
The motion passed unanimously.

3) Authorization of expenditure beyond contracted amount for Mt. Express Senior Service 8:47 am
Liz Smith ***moved to authorize the Executive Director to inform Mt. Express that they have preapproval to exceed the contracted amount and invoice us for up to $200,000 for the senior service that they provide in 2026.*** Nicholas Kempin seconded the motion.
The motion passed unanimously.

4)2027 and beyond CTE Grant Application 8:53 am
Scott Truex presented application information.

5)GVRTA sales tax history 8:58 am
Scott Truex presented the sales tax history and answered board questions.

6)GVRTA grant history 8:59 am
Scott Truex presented the board with the grant history and answered questions.

7)GVRTA Draft 2027 Budget 9:00 am
Scott Truex presented the board with the draft 2027 budget and answered questions.

8) GVRTA Draft 2027-2031 Five-Year Financial Plan 9:23 am
Scott Truex presented the board with the draft 2027 - 2031 Five-Year Financial Plan and answered questions.

9) Authorization of the Board Chair to sign a Services Agreement with Tomcich Travel, LLC to provide the services of Bill Tomcich to perform the duties of Air Services Manager for the GVRTA for 2027 and 2028 9:26 am discussion on all three and 9:30 for motion
Ian Billick ***moved to authorize the Board Chair to sign the Services Agreement with Tomcich Travel, LLC to provide the services of Bill Tomcich to perform the duties of Air Services Manager for the GVRTA for 2027 and 2028 as presented.*** Diego Plata seconded the motion.
The motion passed unanimously.

10) Authorization of the Board Chair to sign a Services Agreement with Ecovatus, LLC to provide the services of Mike Patterson to perform the duties of Bus Operations Manager for the GVRTA for 2027 and 2028 9:39 am
Ian Billick ***moved to authorize the Board Chair to sign the Services Agreement with Ecovatus, LLC to provide the services of Mike Patterson to perform the duties of Bus Operations Manager for the gVRTA for 2027 and 2028 as presented.*** Gabi Prochaska seconded the motion.
The motion passed unanimously.

11) Authorization of the Board Chair to sign a Services Agreement with Social Firekeeper, LLC to provide the services of Leia Morrison to perform the duties of Marketing and Communications Manager for the GVRTA for 2027 and 2028 9:40 am
Ian Billick ***moved to authorize the Board Chair to sign the Services Agreement with Social Firekeeper, LLC to provide the services of Leia Morrison to perform the duties of Marketing and Communications Manager for the GVRTA for 2027 and 2028 as presented.***
Liz Smith seconded the motion.
The motion passed unanimously.

The meeting adjourned at 9:40 am

Next meeting – November 6th at 8:00 a.m. in the Crested Butte Town Offices.

August, 2026 - Financial Report:

This report was prepared for the GVRTA Board of Directors on October 12, 2026 with information provided by the County Finance Department and shows posted revenues through August, 2026 and expenditures through August, 2026.

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

Month	2023	2024	2025	Budget 2026	Actual 2026	% vs Budget	% Change 25-26	Projected 2026
Jan	$ 471,041	$ 471,261	$ 458,136	$ 472,000	**$ 427,251.51**	-9.5%	-6.7%	$ 427,251
Feb	$ 484,914	$ 503,629	$ 524,134	$ 540,000	**$ 520,832.86**	-3.5%	-0.6%	$ 520,833
Mar	$ 537,816	$ 518,936	$ 542,008	$ 558,000	**$ 561,048.11**	0.5%	3.5%	$ 561,048
April	$ 296,774	$ 300,108	$ 346,929	$ 357,000	**$ 351,068.98**	-1.7%	1.2%	$ 351,069
May	$ 371,561	$ 389,756	$ 417,393	$ 430,000	**$ 417,873.69**	-2.8%	0.1%	$ 417,874
June	$ 544,420	$ 583,054	$ 607,788	$ 626,000	**$ 657,055.39**	5.0%	8.1%	$ 657,055
July	$ 753,805	$ 708,783	$ 801,953	$ 826,000	**$ 757,496.36**	-8.3%	-5.5%	$ 757,496
Aug	$ 631,167	$ 667,642	$ 666,978	$ 687,000	**$ 622,885.64**	-9.3%	-6.6%	$ 622,856
Sept	$ 598,134	$ 602,517	$ 611,928	$ 634,000			1.5%	$ 621,107
Oct	$ 447,192	$ 525,608	$ 465,656	$ 475,000			1.5%	$ 472,641
Nov	$ 387,207	$ 374,552	$ 379,600	$ 411,000			1.5%	$ 385,294
Dec	$ 528,949	$ 567,885	$ 582,643	$ 561,000			1.5%	$ 591,383
Year-to-date	**$ 4,091,498**	**$ 4,143,169**	**$ 4,365,319**	**$ 4,496,000**	$ 4,315,512.54	**-4.0%**	**-1.1%**	
Full Year	**$ 6,052,980**	**$ 6,213,731**	**$ 6,405,146**	**$ 6,577,000**		**-2.9%**	**-0.3%**	**$ 6,385,906**

Gunnison Valley Transportation Authority Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 4,315,512.54**	**$ 6,577,000**	**$ (191,094)**	**$ 6,385,906**
Sales Tax to General Fund	$ 2,015,512.54	$ 4,213,000	$ (127,094)	$ 4,085,906
Sales Tax to Capital Fund	$ 1,250,000.00	$ 1,250,000	$ -	$ 1,250,000
Sales Tax to Air Command Fund	$ 550,000.00	$ 650,000	$ (100,000)	$ 550,000
Sales Tax to Senior Transportation Fund	$ 500,000.00	$ 464,000	$ 36,000	$ 500,000
	$ 4,315,512.54	**$ 6,577,000**	**$ (191,094)**	**$ 6,385,906**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	$ 3,231,964	$ 3,040,489	$ 191,475	$ 3,231,964
Revenues				
Sales Tax Revenues	$ 2,015,512.54	$ 4,213,000	$ (127,094)	$ 4,085,906
Sales Tax - Clerk	$ 27,726.29	$ 40,000	$ -	$ 40,000
Interest Charges	$ 1,048.33	$ 1,000	$ 500	$ 1,500
Other Fines	$ 706.16	$ 1,000	$ -	$ 1,000
Insurance - coverage for damage to Unit B Chipeta	$ 26,634.34	$ -	$ 26,634	$ 26,634
Rental Income - West Evans Maintenance Facility	$ 17,600.00	$ 26,400	$ -	$ 26,400
Rental Income - Solstice and Lazy K Housing Units	$ 64,800.00	$ 97,200	$ -	$ 97,200
Earnings on Investments	$ 42,976.94	$ 100,000	$ (33,000)	$ 67,000
CTE A&O Clean Transit Enterprise Service Expansion Op. Grant		$ -		
5311 A & O FTA 5311 Admin. & Operating Grants	$ 378,019.00	$ 378,000	$ 19	$ 378,019
Total Revenues	**$ 2,575,023.60**	**$ 4,856,600**	**$ (132,941)**	**$ 4,723,659**
Expenditures:				
Postage		$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 3,098.67	$ 4,000	$ -	$ 4,000
Bus Registrations	$ 198.52	$ -	$ 199	$ 199
Building Repair and Maintenance	$ 45,221.22	$ 40,000	$ 25,000	$ 65,000
Travel - Transportation	$ 875.07	$ 6,000	$ (4,900)	$ 1,100
Travel - Meals	$ 361.73	$ 5,000	$ (4,600)	$ 400
Travel - Lodging	$ 2,942.37	$ 5,000	$ (1,500)	$ 3,500
Legal Services	$ 10,441.81	$ 10,000	$ 5,000	$ 15,000
Contracted Temp. Help - GTFS & RAE	$ 1,530.00	$ 58,000	$ (53,000)	$ 5,000
Contract Svcs - Social Firekeeper, Swiftly, Bus Stops	$ 57,271.80	$ 85,000	$ (15,000)	$ 70,000
Management Services - TMS	$ 80,624.97	$ 107,500	$ -	$ 107,500
Meetings - Registrations	$ 2,130.00	$ 2,000	$ (600)	$ 1,400
State Fees	$ 12,424.33	$ 30,000	$ (3,000)	$ 27,000
County Treasurer's Fees	$ 45,491.13	$ 77,000	$ (3,000)	$ 74,000
Late Night Taxi & Bustang Services		$ 173,000	$ (415)	$ 172,585
Advertising, Notices, Public Outreach & Website	$ 4,893.63	$ 15,000	$ (6,800)	$ 8,200
Dues & Memberships - CASTA and POA Memberships	$ 29,498.60	$ 33,000	$ (3,000)	$ 30,000
Auditing	$ 13,100.00	$ 13,905	$ (805)	$ 13,100
Insurance & Bonds	$ 22,223.46	$ 25,000	$ (2,700)	$ 22,300
Utilities	$ 120.67	$ 1,000	$ (800)	$ 200
Investment Commissions/Fees		$ 100	$ -	$ 100
Transfer to County General Fund - Finance Dept.	$ 9,666.64	$ 14,500	$ -	$ 14,500
5311 - A Management Services - TMS	$ 80,624.97	$ 107,500	$ -	$ 107,500
5311 - A Bus Operations Manager - Ecovatus	$ 60,750.00	$ 81,000	$ -	$ 81,000
5311 - O Diesel Fuel	$ 255,280.05	$ 250,000	$ 160,000	$ 410,000
5311 - O CNG Fuel	$ 108,926.43	$ 300,000	$ (137,000)	$ 163,000
5311 - O Repair & Maintenance - Vehicles	$ 397,528.75	$ 673,000	$ 27,000	$ 700,000
5311 - O Purchased Transportation Services	$ 2,231,969.23	$ 3,400,000	$ (15,000)	$ 3,385,000
Total Expenditures	**$ 3,477,194.05**	**$ 5,516,605**	**$ (34,921)**	**$ 5,481,684**
Ending General Fund Balance	**$ 2,329,794**	**$ 2,380,484**	**$ 93,455**	**$ 2,473,939**

Report shows posted revenues through August and expenditures through August.

Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	$ 347,807	$ 336,762	$ 11,045	$ 347,807
Revenues:				
5339 - C Federal Section 5339(a) CCCP G-1046	$ 1,398,726.00	$ 1,426,924	$ (28,198)	$ 1,398,726
Federal Section 5339(b) Disc. G-1047	$ 1,511,980.85	$ 1,516,108	$ (4,127)	$ 1,511,981
State SB267 Grant for Facility G-3591	$ 31,364.38	$ 1,000,000	$ (880,000)	$ 120,000
CTE Grants for expansion of service G-1045		$ 739,000	$ (739,000)	$ -
Sales Tax Revenues	$ 1,250,000.00	$ 1,250,000	$ -	$ 1,250,000
Total Revenues	$ 4,192,071.23	$ 5,932,032	$ (1,651,325)	$ 4,280,707
Expenditures:				
5339 - C Bus Purchases - G1046	$ 1,748,407.80	$ 1,776,921	$ (28,513)	$ 1,748,408
5339 - C Bus Purchases - G-1047	$ 1,778,800.42	$ 1,776,921	$ 1,879	$ 1,778,800
CTE - C Bus Purchases - Three smaller buses- G-1045		$ 1,020,000	$ (1,020,000)	$ -
Bus Purchase (Local)	$ 10,963.57	$ 3,500	$ 7,464	$ 10,964
SB 267 Facility Design & Construction G-3591	$ 50,924.76	$ 1,500,000	$ (1,380,000)	$ 120,000
Housing/Land Purchases		$ -	$ -	$ -
Capital Improvements		$ 185,200	$ (125,200)	$ 60,000
Total Expenditures	$ 3,589,096.55	$ 6,262,542	$ (2,544,370)	$ 3,718,172
Ending Fund Balance	$ 950,782	$ 6,252	$ 904,090	$ 910,342
Report shows posted revenues through August and expenditures through August.				
Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.				

GVRTA Air Command Fund Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	$ 1,992,456	$ 1,991,957	$ 499	$ 1,992,456
Revenues:				
Sales Tax Revenues	$ 550,000.00	$ 650,000	$ (100,000)	$ 550,000
SCASD Grant		$ -	$ -	$ -
Total Revenues	$ 550,000.00	$ 650,000	$ (100,000)	$ 550,000
Expenditures:				
Airline Guarantees - Houston	$ 204,352.00	$ 204,352	$ -	$ 204,352
Professional Services - Tomcich Travel	$ 80,603.33	$ 111,000	$ (3,000)	$ 108,000
Gunnison County - Airport Airline Mechanic Subsidy		$ 60,000	$ (28,500)	$ 31,500
Airline Guarantees - ORD	$ 308,004.00	$ 308,004	$ -	$ 308,004
Total Expenditures	$ 592,959.33	$ 683,356	$ (31,500)	$ 651,856
Ending Fund Balance	$ 1,949,497	$ 1,958,601	$ (68,001)	$ 1,890,600
Report shows posted revenues through August and expenditures through August.				
Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.				

GVRTA Senior Transportation Fund Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	$ 367,939	$ 386,454	$ (18,515)	$ 367,939
Revenues:				
Sales Tax Revenues	$ 500,000.00	$ 464,000	$ 36,000	$ 500,000
Total Revenues	$ 500,000.00	$ 464,000	$ 36,000	$ 500,000
Expenditures:				
Capital Expenses	$ 13,797.76	$ -	$ 13,798	$ 13,798
Contracted Services	$ 335,435.11	$ 460,000	$ 52,000	$ 512,000
Total Expenditures	$ 349,232.87	$ 460,000	$ 65,798	$ 525,798
Ending Fund Balance	$ 518,706	$ 390,454	$ (48,313)	$ 342,141
Report shows posted revenues through August and expenditures through August.				
Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.				

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - August, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	$ 5,940,166	$ 5,755,662	$ 184,504	$ 5,940,166
Revenues:	$ 7,817,095	$ 11,902,632	$ (1,848,266)	$ 10,054,366
Expenditures:	$ 8,008,483	$ 12,922,503	$ (2,544,993)	$ 10,377,510
Ending Fund Balance	$ 5,748,778	$ 4,735,791	$ 881,231	$ 5,617,022
Report shows posted revenues through August and expenditures through August.				
Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.				

GVRTA Summary of all Funds Financial Report - August, 2026 Fund Balances	2026 Actual Beginning Balance	YTD Current Balances	2026 Budget Ending Balance	Revisions	2026 Projected Ending Balance
Unrestricted General Fund Balance	$ 3,231,964	$ 2,329,794	$ 2,380,484	$ 93,455	$ 2,473,939
Capital Reserve Fund Balance	$ 347,807	$ 950,782	$ 6,252	$ 904,090	$ 910,342
Air Command Fund Balance	$ 1,992,456	$ 1,949,497	$ 1,958,601	$ (68,001)	$ 1,890,600
Senior Transportation Fund Balance	$ 367,939	$ 518,706	$ 390,454	$ (48,313)	$ 342,141
Total Fund Balance	$ 5,940,166	$ 5,748,778	$ 4,735,791	$ 881,231	$ 5,617,022
Report shows posted revenues through August and expenditures through August.					
Report prepared by Scott Truex with information from the County Finance department on October 12, 2026.					

GVRTA Housing Report and Housing Contributions to General Fund:

Gunnison Valley Transportation Authority
GVRTA Housing Status Report 2026

	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			
Lazy K 117 Chipeta Ct Unit B	2022	2022	$ 357,932	$ -	$ 357,932				X	X							
Lazy K 117 Chipeta Ct Unit C	2022	2022	$ 357,932	$ -	$ 357,932				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	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			
Lazy K 107 Ouray Ln Unit A	2023	2023	$ 407,786	$ -	$ 407,786					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	6	5	5	7	7	7	8	8	8			

GVRTA Housing: Revenues and Expenses	2022	2023	2024	2025	YTD 2026	Total
Rental Income	$ 6,269	$ 46,121	$ 83,651	$ 93,773	$ 64,800	$ 294,614
Expenses						
Lazy K POA Dues	$ -	$ 3,506	$ 5,004	$ 5,562	$ 5,562	$ 19,634
Solstice POA Dues	$ 499	$ 6,336	$ 6,336	$ 6,336	$ 6,780	$ 26,287
Utiliites (unocc. units)	$ -	$ 9,538	$ 4,589	$ 1,532	$ -	$ 15,659
Minor repairs & Maint.	$ -	$ -	$ -	$ 3,666	$ 30,340	$ 34,006
Insurance Deductible	$ -	$ -	$ -	$ -	$ 10,000	$ 10,000
Total Expenses	$ 499	$ 19,380	$ 15,929	$ 17,096	$ 52,682	$ 105,586
Added to General Fund	$ 5,770	$ 26,741	$ 67,722	$ 76,677	$ 12,118	$ 189,028

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
2026	Improvements to Rec Center Bus Stop	
	Total cost of assets:	$ 11,693,405

2026 GVRTA Bus Fleet			Initial	Grant	Grant	Local	12-Yr dep. Current	2026 Replacement	Odometer
Bus #	Year	Fuel	Price	Source	Funding	Funding	Value	Cost	(1/1/26)
504	2016	Diesel	$ 532,856	Fed 5311	$ 426,299	$ 106,557	$ 177,954	$ 874,204	733,340
505	2016	Diesel	$ 521,029	N/A	$ -	$ 521,029	$ 173,686	$ 874,204	689,099
506	2017	CNG	$ 695,159	DOLA	$ 167,924	$ 527,235	$ 231,719	$ 874,204	582,510
503	2018	CNG	$ 701,900	Fed 5339	$ 561,520	$ 140,380	$ 292,458	$ 874,204	543,688
502	2019	CNG	$ 714,935	State SB-228	$ 571,948	$ 142,987	$ 357,467	$ 874,204	554,887
501	2019	CNG	$ 714,935	Fed 5339	$ 571,948	$ 142,987	$ 357,467	$ 874,204	549,865
500	2020	CNG	$ 751,781	Fed 5339/VW	$ 623,940	$ 127,841	$ 438,182	$ 874,204	418,118
507	2021	CNG	$ 754,935	State-FASTER	$ 603,948	$ 150,987	$ 503,289	$ 874,204	363,228
508	2023	CNG	$ 771,300	Fed 5339	$ 730,000	$ 41,300	$ 706,925	$ 874,204	249,854
509	2023	CNG	$ 771,300	Fed 5339	$ 730,000	$ 41,300	$ 707,025	$ 874,204	268,377
510	2026	Diesel	$ 874,204	N/A	$ -	$ 874,204	$ 801,416	$ 874,204	3,479
511	2026	Diesel	$ 874,204	Fed 5339	$ 743,073	$ 131,131	$ 874,204	$ 874,204	1,443
512	2026	Diesel	$ 874,204	Fed 5339	$ 743,073	$ 131,131	$ 874,204	$ 874,204	1,592
513	2026	Diesel	$ 874,204	Fed 5339	$ 699,363	$ 174,841	$ 874,204	$ 874,204	1,480
514	2026	Diesel	$ 874,204	Fed 5339	$ 699,363	$ 174,841	$ 874,204	$ 874,204	1,454
		Totals	$ 11,301,150		$ 7,872,399	$ 3,428,751	$ 8,244,404	$ 13,113,060	
					70%	30%			

Email received on 10/22/2026 and asked to share with the Board:

Scott Truex, hello

I am writing to you to underscore how efficient, helpful and vital my experience with Barbara Mason and Senior Van service has been over the past years! Always responding, always working out a ride for medical appointments, always timely, with drivers very thoughtful and considerate.

A great and consistent community service. Also, the service frees up family members who may have to take time off from work to drive instead. Thanks for all you do to oversee and budget for these services in this era of severe cutbacks.

Especially for seniors who no longer drive who need to make it to medical appointments, or to town to buy groceries, or socialize with others en route. And for those us of who do continue to drive...we can be a risky proposition! I am in my mid 80's and in decent health. However, admittedly as aging happens, with increasing vision and hearing problems plus slower coordination and reactions, we can be a caution! By beginning to use and appreciate public transportation as a first choice, the Senior Van is more than a life saver.

It becomes a safety issue for all of us, not just seniors! It is frankly more cost effective to have a service like the Senior Van, than a senior to have caused a fender bender or more importantly an accident by driving with varying levels of disabilities. Definitely more cost effective to take the Senior Van! Seniors, by remaining more active, healthy and independent create less cost to our health care system overall. Plus the more productive elders can be in our communities, the more content many are. Most everyone benefits.

Thank you for all you do to continue budgeting for the Senior Van's ongoing viability. I am glad to show up at RTA Board of Directors meetings, to support you when possible and/or needed. The Gunnison County Senior Van has been and is essential! No budget cuts, if at all possible, please.

Thank you,

Barbara Kotz Sibley
412 N. Iowa St.
Gunnison, CO 81230

RTA Board of Directors Meeting, November 2026

Air Program Report – Bill Tomcich

September Results: Excellent reliability & OTP, another record moth for GUC.

- **Reliability and OTP:** 100% of scheduled flights completed / 92% on-time (one overnight delay)
- **United Passenger Counts:**
  - DEN-GUC: 10,090 pax / 79.8% LF (up +2.7% over last year)
  - IAH-GUC: 339 pax / 37.2% LF (vs none last year)
  - UA Total: 10,429 / 76.9% LF (up + 6.2% over last year)
- **American Passenger Counts:** DFW-GUC: 1,083 / 51.5% LF (vs none last year)
- **Total UA & AA Passenger Counts:** 11,512 (up 17.2% over last year).

Current Published Schedules for Fall 2026:

- **United from DEN:** 2x daily through Dec 16.

Current Winter 2026/27 Schedules:

- **American:** American continues to tweak their winter schedules for all their ski markets and has recently started trimming capacity in February and March. Two daily flights are still scheduled between DFW & GUC for the entire winter season from Dec 19 – Apr 5:
  - Dec 19 – Feb 10: One daily A319 plus one daily CR7.
  - Feb 11 – Apr 5: 2x daily CR7s (still awaiting AA NP confirmation of this)
  - As currently scheduled, this still represents a 20% increase in total AA capacity YOY.
- **United:**
  - DEN-GUC service is planned to remain the same with 3x daily with E175s from Dec 17 – Mar 27, then reducing to 2x daily starting Mar 28.
  - IAH-GUC will also remain the same with one flight daily with an E175 from Dec 17 – Mar 27 (supported through a MRG). But starting this winter, this route will be operated by SkyWest instead of Mesa, meaning all United flights into GUC this winter will feature the advanced avionics that have resulted in such a notable improvement in GUC reliability overall.
  - ORD-GUC is now roughly the same as last year with weekend only service (Fri-Sat in / Sat-Sun out from Dec 18 – Jan 3 and again from Feb 12 – Mar 28, all supported through a MRG.
- **Total Combined Seats:** At this point, total December – April seats are scheduled to by up +2.9% over what was finally scheduled for last winter.

Bus program reports – September, 2026

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route	2026							2025			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	40,900	2,502	3,228	84,040	31	16.3	1,319.4	44,091	17.9	1,596.3	(3,191)	-7.2%
February	38,093	2,256	2,661	75,676	28	16.9	1,360.5	41,696	18.5	1,647.0	(3,603)	-8.6%
March	35,717	2,442	2,881	81,244	31	14.6	1,152.2	44,162	17.7	1,559.3	(8,445)	-19.1%
April	19,005	2,011	2,383	67,154	30	9.5	633.5	21,731	10.5	770.1	(2,726)	-12.5%
May	20,243	2,001	2,357	66,423	31	10.1	653.0	20,233	9.9	613.9	10	0.0%
June	27,458	1,952	2,262	64,857	30	14.1	915.3	27,716	14.0	878.0	(258)	-0.9%
July	33,846	1,972	2,427	67,745	31	17.2	1,091.8	36,041	17.7	1,120.9	(2,195)	-6.1%
August	29,706	2,001	2,342	66,814	31	14.8	958.3	31,621	15.5	1,014.6	(1,915)	-6.1%
September	24,852	1,926	2,226	63,937	30	12.9	828.4	26,047	13.3	852.8	(1,195)	-4.6%
October												
November												
December												
Total	269,820	19,063	22,767	637,890	273	14.2	988.4	293,338			(23,518)	-8.0%

Spring, Summer, Fall - 2026 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	25	825	22	803	2.7%	95.9%	99.1%	99.4%	0.1%	0.5%
May	31	1,023	23	1,000	2.2%	95.2%	98.9%	99.3%	0.2%	0.5%
June	30	990	14	976	1.4%	88.1%	94.7%	96.1%	0.4%	3.5%
July	31	1,023	10	1,013	1.0%	88.1%	98.3%	99.5%	0.2%	0.3%
August	31	1,023	23	1,000	2.2%	91.2%	97.2%	97.8%	0.5%	1.7%
September	30	990	29	961	2.9%	93.9%	98.2%	98.8%	0.4%	0.8%
October										
November										
Total	178	5,874	121	5,753	2.1%	91.9%	97.7%	98.5%	0.3%	1.2%

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	25	825	21	804	2.5%	90.2%	97.4%	98.0%	0.4%	1.6%
May	31	1,023	22	1,001	2.2%	90.5%	96.8%	97.7%	0.4%	1.9%
June	30	990	14	976	1.4%	82.7%	93.5%	95.8%	1.0%	3.2%
July	31	1,023	10	1,013	1.0%	83.6%	95.6%	98.1%	0.7%	1.2%
August	31	1,023	22	1,001	2.2%	85.8%	95.3%	96.3%	0.4%	3.3%
September	30	990	29	961	2.9%	82.4%	94.7%	96.5%	0.6%	2.9%
October										
November										
Total	178	5,874	118	5,756	2.0%	85.8%	95.5%	97.0%	0.6%	2.4%

Average:	2.0%	88.8%	96.6%	97.7%	0.5%	1.8%

Performance Measures

Excellent (as expected)	< 2.0%	> 85%	> 90%	> 95%	< 1%
Needs Improvement	2.0%-4.0%	80%-85%	85%-90%	90%-95%	1% - 2%
Not Acceptable	> 4.0%	< 80%	< 85.0%	< 90%	> 2%

*June on-time preformance was impacted by road construction

Passengers by Stop – Spring, Summer, & Fall, 2026

2026 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	25	1,025	306	657	746	889	707	381	685	919	193	157	241	600	322	39	68	34	272	7,919
May	31	951	445	833	1,177	1,159	914	550	960	1,437	329	253	372	1,025	508	48	137	65	414	11,069
June	30	1,079	651	780	1,434	1,446	1,551	710	1,281	2,018	596	320	710	1,759	820	97	216	165	835	15,648
July	31	1,667	604	850	1,623	1,845	1,729	877	1,362	2,246	520	341	1,004	2,323	844	158	275	228	1,541	19,193
August	31	1,345	427	888	1,479	1,517	1,635	858	1,243	1,949	551	327	766	2,020	685	143	187	170	1,007	16,512
September	30	1,219	334	950	1,342	1,361	1,406	764	1,090	1,708	419	254	571	1,429	604	144	116	83	660	13,850
October																				-
November																				-
Total	**178**	**7,286**	**2,767**	**4,958**	**7,801**	**8,217**	**7,942**	**4,140**	**6,621**	**10,277**	**2,608**	**1,652**	**3,664**	**9,156**	**3,783**	**629**	**999**	**745**	**4,729**	**84,191**
Avg / Day		**40.9**	**15.5**	**27.9**	**43.8**	**46.2**	**44.6**	**23.3**	**37.2**	**57.7**	**14.7**	**9.3**	**20.6**	**51.4**	**21.3**	**3.5**	**5.6**	**4.2**	**26.6**	**473.0**

2026 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	25	1,174	3,224	84	203	152	470	763	198	62	322	151	6,040
May	31	1,815	5,248	104	211	240	594	1,417	359	99	370	134	9,174
June	30	2,630	6,731	93	205	316	769	1,839	380	78	444	164	11,810
July	31	3,991	7,878	94	248	372	880	2,139	432	77	444	237	14,653
August	31	3,348	7,097	97	269	334	834	1,982	443	92	508	172	13,194
September	30	2,393	6,129	76	228	347	625	1,828	464	78	439	223	11,002
October													-
November													-
Total	**178**	**15,351**	**36,307**	**548**	**1,364**	**1,761**	**4,172**	**9,968**	**2,276**	**486**	**2,527**	**1,081**	**65,873**
Avg / Day		**86.2**	**204.0**	**3.1**	**7.7**	**9.9**	**23.4**	**56.0**	**12.8**	**2.7**	**14.2**	**6.1**	**370.1**

Passenger Boardings by Time – Northbound – Spring, Summer, & Fall, 2026

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2026									
Departing	Northbound								
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	62	169	188	273	247	207			**1,146**
5:51 AM	83	123	363	586	430	234			**1,819**
6:21 AM	350	418	535	585	567	556			**3,011**
6:56 AM	472	837	1307	1467	1376	1206			**6,665**
7:26 AM	353	597	730	771	777	628			**3,856**
7:56 AM	325	421	892	919	807	737			**4,101**
8:26 AM	227	324	686	761	622	479			**3,099**
9:01 AM	313	446	492	695	582	507			**3,035**
9:31 AM	213	279	474	565	434	360			**2,325**
10:01 AM	167	224	456	660	469	387			**2,363**
10:31 AM	210	274	499	547	505	407			**2,442**
11:01 AM	194	289	397	505	389	385			**2,159**
11:36 AM	222	337	524	493	442	473			**2,491**
12:06 PM	225	291	454	462	386	313			**2,131**
12:36 PM	228	304	582	852	643	411			**3,020**
1:06 PM	280	339	405	609	458	364			**2,455**
1:41 PM	252	402	648	741	649	455			**3,147**
2:11 PM	331	455	591	736	563	475			**3,151**
2:41 PM	406	511	569	714	573	491			**3,264**
3:11 PM	334	431	557	583	510	467			**2,882**
3:46 PM	420	504	567	729	702	669			**3,591**
4:16 PM	335	417	559	711	612	400			**3,034**
4:46 PM	310	436	531	737	568	402			**2,984**
5:16 PM	285	361	443	541	535	461			**2,626**
5:46 PM	232	352	365	386	389	308			**2,032**
6:16 PM	172	264	262	450	371	358			**1,877**
6:51 PM	144	243	278	308	432	295			**1,700**
7:21 PM	150	239	279	396	385	321			**1,770**
7:51 PM	174	159	154	295	258	289			**1,329**
8:21 PM	119	226	272	345	260	269			**1,491**
8:56 PM	159	144	248	281	196	207			**1,235**
9:26 PM	102	130	188	218	211	203			**1,052**
9:56 PM	70	123	153	272	164	126			**908**
Total	**7,919**	**11,069**	**15,648**	**19,193**	**16,512**	**13,850**	**-**	**-**	**84,191**

Average Riders per Bus - Spring, Summer, Fall, 2026									
Departing	Northbound								
Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	2.5	5.5	6.3	8.8	8.0	6.9			6.4
5:51 AM	3.3	4.0	12.1	18.9	13.9	7.8			10.2
6:21 AM	14.0	13.5	17.8	18.9	18.3	18.5			16.9
6:56 AM	18.9	27.0	43.6	47.3	44.4	40.2			37.4
7:26 AM	14.1	19.3	24.3	24.9	25.1	20.9			21.7
7:56 AM	13.0	13.6	29.7	29.6	26.0	24.6			23.0
8:26 AM	9.1	10.5	22.9	24.5	20.1	16.0			17.4
9:01 AM	12.5	14.4	16.4	22.4	18.8	16.9			17.1
9:31 AM	8.5	9.0	15.8	18.2	14.0	12.0			13.1
10:01 AM	6.7	7.2	15.2	21.3	15.1	12.9			13.3
10:31 AM	8.4	8.8	16.6	17.6	16.3	13.6			13.7
11:01 AM	7.8	9.3	13.2	16.3	12.5	12.8			12.1
11:36 AM	8.9	10.9	17.5	15.9	14.3	15.8			14.0
12:06 PM	9.0	9.4	15.1	14.9	12.5	10.4			12.0
12:36 PM	9.1	9.8	19.4	27.5	20.7	13.7			17.0
1:06 PM	11.2	10.9	13.5	19.6	14.8	12.1			13.8
1:41 PM	10.1	13.0	21.6	23.9	20.9	15.2			17.7
2:11 PM	13.2	14.7	19.7	23.7	18.2	15.8			17.7
2:41 PM	16.2	16.5	19.0	23.0	18.5	16.4			18.3
3:11 PM	13.4	13.9	18.6	18.8	16.5	15.6			16.2
3:46 PM	16.8	16.3	18.9	23.5	22.6	22.3			20.2
4:16 PM	13.4	13.5	18.6	22.9	19.7	13.3			17.0
4:46 PM	12.4	14.1	17.7	23.8	18.3	13.4			16.8
5:16 PM	11.4	11.6	14.8	17.5	17.3	15.4			14.8
5:46 PM	9.3	11.4	12.2	12.5	12.5	10.3			11.4
6:16 PM	6.9	8.5	8.7	14.5	12.0	11.9			10.5
6:51 PM	5.8	7.8	9.3	9.9	13.9	9.8			9.6
7:21 PM	6.0	7.7	9.3	12.8	12.4	10.7			9.9
7:51 PM	7.0	5.1	5.1	9.5	8.3	9.6			7.5
8:21 PM	4.8	7.3	9.1	11.1	8.4	9.0			8.4
8:56 PM	6.4	4.6	8.3	9.1	6.3	6.9			6.9
9:26 PM	4.1	4.2	6.3	7.0	6.8	6.8			5.9
9:56 PM	2.8	4.0	5.1	8.8	5.3	4.2			5.1
Total	**9.6**	**10.8**	**15.8**	**18.8**	**16.1**	**14.0**			**14.3**

Passenger Boardings by Time - Southbound – Spring, Summer, & Fall, 2026

Departing Mt. CB	Southbound April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	135	146	207	214	236	166			1,104
7:10 AM	244	226	146	120	183	302			1,221
7:40 AM	144	185	207	208	231	298			1,273
8:15 AM	103	116	128	147	133	156			783
8:45 AM	111	136	154	174	164	159			898
9:15 AM	105	132	162	271	164	139			973
9:45 AM	105	143	194	214	189	184			1,029
10:20 AM	118	138	165	296	187	203			1,107
10:50 AM	146	148	180	246	227	149			1,096
11:20 AM	97	146	180	197	174	157			951
11:50 AM	135	183	286	297	244	156			1,301
12:20 PM	146	227	240	330	327	207			1,477
12:55 PM	182	211	277	365	357	227			1,619
1:25 PM	139	208	256	364	270	216			1,453
1:55 PM	283	427	344	431	493	505			2,483
2:25 PM	221	297	432	510	481	399			2,340
3:00 PM	244	386	547	597	637	501			2,912
3:30 PM	215	384	493	538	562	445			2,637
4:00 PM	568	944	832	904	887	982			5,117
4:30 PM	428	616	887	874	789	678			4,272
5:05 PM	434	654	969	1121	1147	934			5,259
5:35 PM	246	372	521	810	681	482			3,112
6:05 PM	217	435	412	578	478	381			2,501
6:35 PM	168	302	353	341	372	294			1,830
7:05 PM	154	266	329	435	344	249			1,777
7:35 PM	87	179	330	451	346	227			1,620
8:10 PM	148	288	381	530	440	282			2,069
8:40 PM	214	294	379	425	364	280			1,956
9:10 PM	161	267	413	591	422	411			2,265
9:40 PM	96	254	454	537	494	413			2,248
10:20 PM	117	161	373	673	498	294			2,116
11:00 PM	97	209	343	513	434	327			1,923
11:30 PM	32	94	236	351	239	199			1,151
Total	**6,040**	**9,174**	**11,810**	**14,653**	**13,194**	**11,002**	**-**	**-**	**65,873**
Overall Total	**13,959**	**20,243**	**27,458**	**33,846**	**29,706**	**24,852**	**-**	**-**	**150,064**

Departing Mt. CB	Southbound April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	5.4	4.7	6.9	6.9	7.6	5.5			6.2
7:10 AM	9.8	7.3	4.9	3.9	5.9	10.1			6.9
7:40 AM	5.8	6.0	6.9	6.7	7.5	9.9			7.2
8:15 AM	4.1	3.7	4.3	4.7	4.3	5.2			4.4
8:45 AM	4.4	4.4	5.1	5.6	5.3	5.3			5.0
9:15 AM	4.2	4.3	5.4	8.7	5.3	4.6			5.5
9:45 AM	4.2	4.6	6.5	6.9	6.1	6.1			5.8
10:20 AM	4.7	4.5	5.5	9.5	6.0	6.8			6.2
10:50 AM	5.8	4.8	6.0	7.9	7.3	5.0			6.2
11:20 AM	3.9	4.7	6.0	6.4	5.6	5.2			5.3
11:50 AM	5.4	5.9	9.5	9.6	7.9	5.2			7.3
12:20 PM	5.8	7.3	8.0	10.6	10.5	6.9			8.3
12:55 PM	7.3	6.8	9.2	11.8	11.5	7.6			9.1
1:25 PM	5.6	6.7	8.5	11.7	8.7	7.2			8.2
1:55 PM	11.3	13.8	11.5	13.9	15.9	16.8			13.9
2:25 PM	8.8	9.6	14.4	16.5	15.5	13.3			13.1
3:00 PM	9.8	12.5	18.2	19.3	20.5	16.7			16.4
3:30 PM	8.6	12.4	16.4	17.4	18.1	14.8			14.8
4:00 PM	22.7	30.5	27.7	29.2	28.6	32.7			28.7
4:30 PM	17.1	19.9	29.6	28.2	25.5	22.6			24.0
5:05 PM	17.4	21.1	32.3	36.2	37.0	31.1			29.5
5:35 PM	9.8	12.0	17.4	26.1	22.0	16.1			17.5
6:05 PM	8.7	14.0	13.7	18.6	15.4	12.7			14.1
6:35 PM	6.7	9.7	11.8	11.0	12.0	9.8			10.3
7:05 PM	6.2	8.6	11.0	14.0	11.1	8.3			10.0
7:35 PM	3.5	5.8	11.0	14.5	11.2	7.6			9.1
8:10 PM	5.9	9.3	12.7	17.1	14.2	9.4			11.6
8:40 PM	8.6	9.5	12.6	13.7	11.7	9.3			11.0
9:10 PM	6.4	8.6	13.8	19.1	13.6	13.7			12.7
9:40 PM	3.8	8.2	15.1	17.3	15.9	13.8			12.6
10:20 PM	4.7	5.2	12.4	21.7	16.1	9.8			11.9
11:00 PM	3.9	6.7	11.4	16.5	14.0	10.9			10.8
11:30 PM	1.3	3.0	7.9	11.3	7.7	6.6			6.5
Total	**7.3**	**9.0**	**11.9**	**14.3**	**12.9**	**11.1**			**11.2**
Overall Total	**8.5**	**9.9**	**13.9**	**16.5**	**14.5**	**12.6**			**12.8**

GVRTA GHG Emissions Analysis

GHG Emissions Produced and Reduced by the GVRTA

2026	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	40,900	2,502	11,342	5,705	133,216	528,696	395,480	9.669	266	7,971	7,705	0.188	22,539	0.551
February	38,093	2,256	8,478	6,316	120,466	492,411	371,945	9.764	290	7,424	7,134	0.187	16,848	0.442
March	35,717	2,442	8,153	6,805	123,287	461,697	338,410	9.475	312	6,961	6,649	0.186	16,202	0.454
April	19,005	2,011	2,910	7,108	91,644	245,669	154,025	8.104	320	3,704	3,384	0.178	5,784	0.304
May	20,243	2,001	3,277	7,366	96,695	261,672	164,977	8.150	332	3,945	3,613	0.179	6,512	0.322
June	27,458	1,952	4,822	6,492	98,029	354,937	256,908	9.356	295	5,352	5,057	0.184	9,582	0.349
July	33,846	1,972	4,830	7,103	104,307	437,512	333,205	9.845	322	6,597	6,275	0.185	9,598	0.284
August	29,706	2,001	3,474	7,825	102,678	383,996	281,318	9.470	353	5,790	5,437	0.183	6,904	0.232
September	24,852	1,926	-	6,543	66,605	321,251	254,646	10.246	292	4,844	4,552	0.183	-	-
October														
November														
December														
Total	**269,820**	**19,063**	**47,287**	**61,262**	**936,926**	**3,487,841**	**2,550,915**	**9.454**	**2,781**	**52,588**	**49,807**	**0.185**	**93,969**	**0.348**

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 1.34 average GVRTA bus trips.

The RTA averaged 14.2 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 49.149 Kg of CO2 emissions and 0.1459 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.

Incidents / Missed Runs – September

Date	Time	Type	Description
9/1/2026	6:16:00 PM	Missed Lap	Driver Shortage
9/3/2026	6:16:00 PM	Missed Lap	Driver Shortage
9/4/2026	1:06:00 PM	Missed Lap	Driver Shortage
9/10/2026	6:51:00 PM	Missed Lap	Driver Shortage
9/11/2026	12:36:00 PM	Missed Lap	Driver Shortage
9/12/2026	5:51:00 AM	Missed Lap	Driver Shortage
9/12/2026	4:16:00 PM	Missed Lap	Mechanical
9/13/2026		Accident	512: Bike rack destroyed
9/14/2026	6:51:00 PM	Missed Lap	Driver Shortage
9/18/2026	10:01:00 AM	Missed Lap	Driver Shortage
9/19/2026	10:31:00 AM	Missed Lap	Driver Shortage
9/19/2026	11:01:00 AM	Missed Lap	Mechanical
9/20/2026	10:31:00 AM	Missed Lap	Driver Shortage
9/20/2026	2:41:00 PM	Missed Lap	Mechanical, Partial lap missed
9/21/2026		Incident	507: ADA popped out
9/22/2026	8:21:00 PM	Missed Lap	Driver Shortage
9/23/2026	5:51:00 AM	Missed Lap	Driver Shortage
9/25/2026	8:20:00 AM	Incident	514: The front windshield chipped while driver was turning a corner turning heading North to Almont. Glass came towards his face and chest while driving.
9/25/2026	8:21:00 PM	Missed Lap	Driver Shortage
9/26/2026	5:51:00 AM	Missed Lap	Driver Shortage
9/29/2026		Incident	507: ADA Not stowing
9/29/2026	10:31:00 AM	Missed Lap	Mechanical

2026 Miles per Bus:

Miles / Bus 2026	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Local 2026-D	5339 2026-D	5339 2026-D	5339 2026-D	5339 2026-D	AEX Buses
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512	#513	#514	
January	6,747	9,666	5,374	9,625	7,592	135	9,087	1,268	9,302	2,593	10,011	8,269	3,796			2,520
February	1,713	8,155	616	8,002	5,527	0	8,245	0	8,926	810	11,179	10,147	9,622			4,075
March	3,418	11,940	0	5,914	3,772	0	6,594	2,913	9,391	2,944	7,454	11,384	11,014	4,367		932
April	5,615	8,018	0	1,849	0	0	1,553	2,279	3,279	0	8,972	10,090	9,205	8,193	6,297	315
May	4,642	5,047	0	1,828	1,684	0	2,143	3,974	236	5,284	9,137	6,806	10,040	8,981	9,621	896
June	4,686	778	484	4,499	651	0	3,194	6,744	4,990	612	9,758	0	10,439	8,775	6,961	3,300
July	6,049	4,160	4,978	2,297	1,077	0	601	4,292	6,941	0	4,792	7,799	9,533	4,690	10,081	1,518
August	5,055	4,250	0	0	50	0	2,339	7,116	4,837	0	8,670	10,384	8,393	6,939	8,385	1,386
September	8,140	3,947	0	282	0	0	6,328	7,198	6,996	0	0	8,335	7,834	8,457	7,291	693
October																
November																
December																
Total	46,065	55,961	11,452	34,296	20,353	135	40,084	35,784	54,898	12,243	69,973	73,214	79,876	50,402	48,636	15,635

2026 Repairs per Bus:

Repairs / Bus 2026	5311 2017-D	Local 2017-D	DOLA 2017-C	5339 2018-C	SB-228 2019-C	5339 2019-C	5339/VW 2020-C	FASTER 2021-C	5339 2023-C	5339 2023-C	Local 2025-D	5339 2026-D	5339 2026-D	5339 2026-D	5339 2026-D	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512	#513	#514		
January	$ 9,594	$ -	$ 840	$ 105	$ 105	$ (2,126)	$ 105	$ -	$ 630	$ -						$ 20,476	$ 29,729
February	$ 2,520	$ 1,125	$ -	$ -	$ 1,358	$ 3,326	$ 2,117	$ -	$ 105	$ -	$ -	$ -	$ 525			$ 9,426	$ 19,977
March	$ 3,236	$ 991	$ 3,309	$ 2,849	$ 1,307	$ 5,360	$ 2,357	$ 1,807	$ 2,310	$ 1,957	$ 1,470	$ 630	$ 1,328	$ 649		$ 27,442	$ 52,925
April	$ 1,105	$ 630	$ 4,077	$ 315	$ 788	$ -	$ 189	$ 148	$ 17	$ 420	$ 735	$ -	$ -	$ -	$ -	$ 15,522	$ 23,211
May	$ 951	$ 8,261	$ 698	$ 630	$ 315	$ 846	$ 2,238	$ 495	$ 2,665	$ 108	$ 105	$ 945	$ 735	$ 525	$ 461	$ 23,883	$ 41,090
June	$ 4,886	$ 2,380	$ 945	$ 4,065	$ 4,380	$ 853	$ 1,262	$ 2,999	$ 1,785	$ 105	$ 1,124	$ 576	$ 988	$ 840	$ 1,050	$ 38,385	$ 62,045
July	$ 4,238	$ 1,513	$ 3,641	$ 4,915	$ 5,377	$ 187	$ 4,778	$ 10,340	$ 812	$ 2,750	$ 823	$ 6,573	$ 1,642	$ 1,103	$ 525	$ 50,782	$ 89,333
August	$ 3,205	$ 3,094	$ 692	$ 10,627	$ 9,783	$ 1,604	$ 1,670	$ 420	$ 2,427	$ 913	$ 995	$ 3,264	$ 848	$ 2,528	$ 1,260	$ 44,692	$ 79,127
September	$ 2,186	$ 2,846	$ 2,072	$ 7,011	$ 1,077	$ 1,010	$ 2,520	$ 4,807	$ 3,150	$ (912)	$ 7,389	$ 5,128	$ 2,678	$ 2,520	$ 1,260	$ 51,893	$ 77,660
October																	
November																	
December																	
Total	$ 31,921	$ 20,840	$ 16,274	$ 30,517	$ 24,490	$ 11,060	$ 17,236	$ 21,016	$ 13,901	$ 5,341	$ 12,641	$ 17,116	$ 8,744	$ 8,165	$ 4,556	$ 282,501	$ 475,097

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2026

Month	GVH Riders	MX Riders	Total Riders	GVH Miles	MX Miles	Total Miles	GVH Invoices	MX Invoices	Total Invoices
January	954	304	1,258	2,638	5,955	8,593	$ 24,042	$ 15,911	$ 39,953
February	958	264	1,222	2,567	5,794	8,361	$ 27,723	$ 15,317	$ 43,040
March	981	306	1,287	2,760	7,144	9,904	$ 27,623	$ 18,593	$ 46,216
April	1,029	278	1,307	3,013	5,508	8,521	$ 25,921	$ 12,887	$ 38,808
May	822	267	1,089	2,771	6,346	9,117	$ 26,474	$ 15,619	$ 42,093
June	880	280	1,160	2,748	4,802	7,550	$ 25,701	$ 13,457	$ 39,158
July	927	388	1,315	2,701	4,657	7,358	$ 26,887	$ 13,387	$ 40,274
August	908	386	1,294	2,595	5,943	8,538	$ 26,604	$ 19,197	$ 45,801
September	918	441	1,359	2,700	6,556	9,256	$ 26,348	$ 17,285	$ 43,633
October			-			-			
November			-			-			
December			-			-			
Total	**8,377**	**2,914**	**11,291**	**24,493**	**52,705**	**77,198**	**$ 237,323**	**$ 141,653**	**$ 378,976**

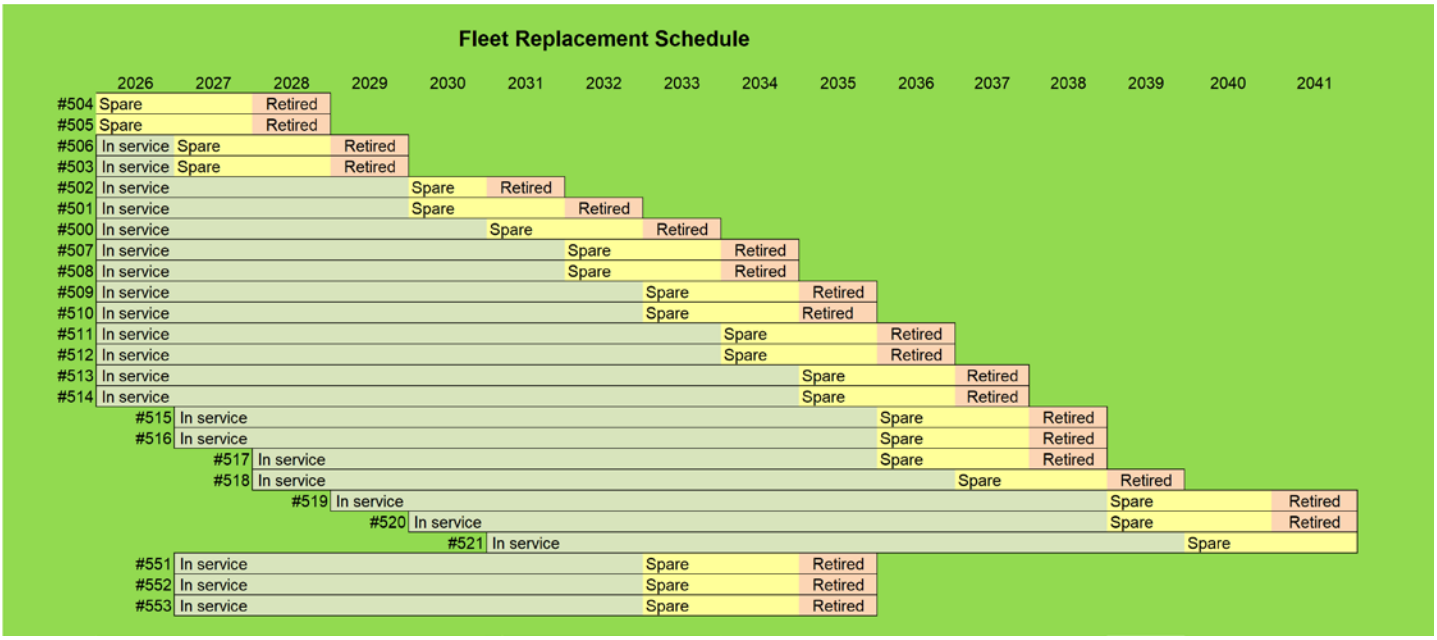
GVRTA Fleet Replacement Schedule

Larger MCI Commuter Coach Fleet (57-61 Passengers)

Bus Number	Fuel	Year Purchased	Funding Source	Expansion/ Replacement	Current Mileage 3/1/2026	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Current fleet									
504	Deisel	2017	5311	Expansion	771,265	2026	730,000	2028	800,000
505	Deisel	2017	Local	Expansion	741,113	2026	690,000	2028	770,000
506	CNG	2017	Local/DOLA	Expansion	593,962	2027	620,000	2029	640,000
503	CNG	2018	5339	Replace BB	577,702	2027	600,000	2029	672,000
502	CNG	2019	State	Replace BB	575,240	2030	662,000	2031	692,000
501	CNG	2019	5339	Replace BB	550,000	2030	632,000	2032	672,000
500	CNG	2020	5339/VW	Replace BB	451,874	2031	602,000	2033	642,000
507	CNG	2021	State	Expansion	391,814	2032	624,000	2034	654,000
508	CNG	2023	5339 Disc	Expansion	297,756	2032	622,000	2034	652,000
509	CNG	2023	5339 Disc	Expansion	280,620	2033	634,000	2035	664,000
510	Deisel	2025	Local	Expansion	73,452	2033	680,000	2035	710,000
511	Deisel	2026	5339	Replace 504	66,322	2034	680,000	2036	710,000
512	Deisel	2026	5339	Replace 505	73,505	2034	680,000	2036	710,000
513	Deisel	2026	5339	Expansion	43,425	2035	680,000	2037	710,000
514	Deisel	2026	5339	Expansion	42,810	2035	680,000	2037	710,000
Future projected purchases									
515	Deisel	2027	5339	Replace 506	-	2036	680,000	2038	710,000
516	Deisel	2027	5339	Replace 503	-	2036	680,000	2038	710,000
517	Deisel	2028	5339 Disc	Expansion	-	2037	680,000	2039	710,000
518	Deisel	2028	5339 Disc	Expansion	-	2037	680,000	2039	710,000
519	TBD	2029	TBD	Replace 501	-	2038	680,000	2040	710,000
520	TBD	2030	TBD	Replace 502	-	2039	680,000	2041	710,000
521	TBD	2031	TBD	Replace 500	-	2040	680,000	2042	710,000
522	TBD	2032	TBD	Replace 507	-	2041	680,000	2043	710,000
523	TBD	2033	TBD	Expansion	-	2042	680,000	2044	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	2027	CTE	-	2033	300,000	2035	330,000
552	Deisel	2027	CTE	-	2033	300,000	2035	330,000
553	Deisel	2027	CTE	-	2033	300,000	2035	330,000


Fleet Replacement Schedule
2026
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#504 Spare Retired
#505 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
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Executive Director's Report

November 5, 2026 Board Meeting Packet

Financial Report

The August financial report is in your packet. Here are some highlights:

- Sales tax through August is down 1.1% from last year.
- August revenues were down 6.6% from last year.
- We will have an extra expense of between $13k and $15k to repair one of the residential units that was flooded due to a plugged toilet.
- We haven't had any other unexpected expenses since the last meeting.

Noncompetitive purchases over $15,000 since the last meeting:

- None.

Grant updates:

All of the grants continue to move through their respective processes more or less as expected and I've included a chart below for quick reference as to where each grant is in the process:

- We are receiving reimbursements from the SB-267 grant for the transit center and I expect that we will use about $120k of this grant this year and the remaining $880k next year.
- We received Purchase Authorization (PA) for the three smaller buses on October 22nd and submitted the Purchase Order on the 23rd. I hope to update you on the timing of the delivery of these buses at the meeting.
- We have executed the grant contract for $723,340 in FTA Section 5339(a) grant funding to replace coach #503 and the grant has been loaded into CDOT's web portal. We are waiting for the grant contract in the next bullet point and hope to procure these two buses simultaneously.
- We are waiting for a contract to be offered by CDOT for $768,557 in FTA Section 5339(b) grant funding to replace coach #506.
- I have also approved a scope of work and am waiting for a contract to be offered by CDOT for the $1,508,000 in Congressionally Directed Spending to purchase two new expansion coaches.
- I submitted the application for our 2027 operating grant of $389,359. I expect to have this contract in place by the end of this year.

- We have been awarded $384,001 for a 2027 CTE operating grant which will be used towards our expanded service. This grant will increase to approximately $662,000 in 2028 and beyond.

Current GVRTA Grants

	Type	CDOT Budget Number	Amount	Application Submitted	Award letter	Milestones & Risk Assessmen	Scope of Work Approved	Contract Executed	PCR Approved	Authorizatio n Approved	Purchase Order Submitted	First REQ submitted	Last REQ submitted	Closeout Requested
SB267 - Gunnison Transit Center	Capital	16248	$ 1,000,000			2/6/2025	10/27/2025	10/29/2025	12/11/2025	2/23/2026	-	6/5/2026		
CTE - FASTER - 3 BOC expansion buses	Capital	17120	$ 734,000	8/14/2025	1/28/2026	2/6/2026	3/26/2026	6/17/2026	9/10/2026	10/22/2026	10/23/2026			
5339(a) - 1 replacement bus 515 - repl 503	Capital	17168	$ 723,340	12/3/2025	5/22/2026	5/27/2026	8/13/2026	9/6/2026						
5339(b) - 1 replacement bus 516 - repl 506	Capital	17147	$ 768,557	7/8/2025	2/19/2026	3/5/2026	9/29/2026							
CDS - 5339(b) - 2 expansion buses 517 &518	Capital	17195	$ 1,508,000	3/14/2025	6/4/2026	6/15/2026	9/10/2026							
5311 Operating Grant - 2027	Operating	TBD	$ 389,359	5/22/2026	6/23/2026	8/11/2026	9/24/2026							
CTE - FASTER - expansion of service 2027	Operating	TBD	$ 384,001	9/8/2026	10/28/2026									

September ridership numbers:

- September ridership was down about 4.6% from last year.
- Year to date, we are down about 8% from last year.
- The percentage of missed trips was 2.9% in September.

Fleet Status:

Units Currently in Service:

- CNG Units 500, 503, and 507 are currently in service and operating as scheduled.
- Diesel Units 504, 510, 511, 512, and 513, are currently in service and operating as scheduled.

Units Currently Out of Service

- Unit 501 – was returned to service after a lengthy hiatus, but now has a low power issue.
- Unit 502 – is out of service due to a coolant leak, radiator repair, and a DEF system issue. Parts should arrive 11/2. Estimated return to service is 11/6.
- Unit 505 – is awaiting a battery for a fire suppression alarm.
- Unit 506 – requires rear main seal replacement. Estimate return to service 11/16.
- Unit 508 – is misfiring. Hope to have an update at the meeting.
- Unit 509 – is out of service due to engine-related issues and is currently at MHC Kenworth in Grand Junction and the timeline for completion is unknown.
    - This bus will go to Braun for a new lift after it is fixed.
- Unit 514 – has a short in the DPF system and is undergoing diagnosis.

Other matters:

Here are a few additional items that I wanted to let you know about:

- We had our desk review by CDOT on October 1st and our site visit will be on October 30th. We should be given a copy of their report soon and I will include it in next month's packet.
- We had a kickoff meeting with the engineer, CB South and the County about the bus stop improvements we will be constructing next year and things are moving forward.
    - I have a meeting with the City of Gunnison about these projects on November 2nd.
- We have received the 50% design drawings for the transit center and are on track to publish an RFP for a contractor in January.
- I hope to have an updated cost estimate for you at the meeting.

Here is a color rendering of the building as currently designed:



- North Balley Bus Barn update:
    - We are working to get the sprinkler system inspected and the alarm systems fixed and inspected in the North Valley Bus Barn.
    - Once we get the inspections, the fire marshal has agreed to allow us to use the facility for heavy duty maintenance.
    - With the volume of vehicles that we now own, doing the heavier maintenance at this facility will be more efficient.
- As mentioned in the financial report, we had flooding from a plugged sewer in Unit C of the five-plex. We are working through repairs and expect to spend about $13k - $15k to get the unit habitable again.
    - The incident happened on a weekend, so it took some work to find someone who could help us, but Mike found ServPro out of Montrose and they was able to come over and dry things out. Their work ended up costing about $6,500.

    - We then attempted to get multiple bids to replace the destroyed flooring, however, we only received one bid (from Hi Country) that was approximately $6,700.
    - This will fall below the level of our insurance deductible, so we will need to pay for the remediation and repairs.
    - We hope to have the unit available for the tenant in the next week or so.
- We will receive the components for the bus shelter at Rec Center bus stop in the next week or so and we have decided to store them at the north valley bus barn until next spring.
    - We plan to install it at the same time as the others at 11th & Virginia and the CB South POA.
- We are working with Love's in hopes of developing a contract for CNG purchases for the future. I will keep you posted as this negotiation progresses.
- In addition, these requested items are on my list, and I plan to include information about them at future meetings:
    - First and last mile service options.
    - Getting population data for south and west Gunnison.
    - Scheduling a meeting between the GVRTA and Mt. Express Boards of Directors.

MEMORANDUM OF AGREEMENT
BETWEEN
BOARD OF COUNTY COMMISSIONERS OF
THE COUNTY OF GUNNISON, COLORADO
AND
GUNNISON VALLEY TRANSPORTATION AUTHORITY

This memorandum of agreement, made effective the ____day of December, 2026, by and between the Gunnison Valley Transportation Authority (herein "RTA") and the Board of Commissioners of the County of Gunnison, Colorado (herein "Gunnison County") provides that:

RECITALS

WHEREAS, the Transportation Authority has requested assistance from Gunnison County with fiscal agent services; and

WHEREAS, Gunnison County is supportive of the objectives of the Transportation Authority, and its mission to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport and to develop a long term and energy efficient public ground transportation system within Gunnison County; and

WHEREAS, Gunnison County feels it is in the public interest to provide fiscal agent services to the Transportation Authority.

AGREEMENT

NOW, THEREFORE, Gunnison County and the Transportation Authority agree in consideration of the mutual covenants contained herein as follows:

1) Gunnison County agrees to provide fiscal agent services for the Transportation Authority.

2) The Transportation Authority is responsible for establishing the budget, entering into contracts on behalf of the Transportation Authority, determining what bills to be paid, when drafts are necessary for payment, submitting vouchers to the County finance department, and establishing compensation rates and benefits for employees, if any.

3) The Transportation Authority Board of Directors recognizes and understands that Transportation Authority is responsible for the County administration cost of this agreement.

4) Gunnison County will timely process vouchers properly submitted to it from the Transportation Authority as if the request is from an internal department of the County.

5) Gunnison County agrees to hold monies of the Transportation Authority and only draw drafts on those monies as authorized by the Executive Director of the Authority.

6) Gunnison County shall have no obligation, responsibility or liability whatsoever to pay any costs, debts, or liabilities of the Transportation Authority outside of those submitted via voucher and properly authorized by the Executive Director of the Authority.

7) The Transportation Authority's Executive Director and other staff members, if any, are not and shall not be employees of Gunnison County and the Gunnison County Personnel Policies shall not apply to their employment by the Transportation Authority pursuant to this Agreement or otherwise.

8) Gunnison County shall have no obligation, responsibility or liability whatsoever to pay for any costs, contribution or financial match for the Transportation Authority's Employee(s) health insurance or retirement benefits.

9) Gunnison County shall have no obligation, responsibility, or liability, contingent or otherwise, for any vacation, sick time, compensatory time, and overtime or other benefits for the Housing Authority employee(s).

10) In carrying out its obligations and activities under this Agreement, the Transportation Authority is not an agent, partner, joint venture or employee of Gunnison County. The Transportation Authority does not have any authority to bind Gunnison County in any manner whatsoever.

CONSIDERATION

11) In consideration for the services outlined herein, the Gunnison Valley Transportation Authority will pay an annual sum of eighteen thousand five hundred dollars ($18,500) for administrative costs due in equal quarterly installments for the year 2027. Each year thereafter, on December 31st, the amount will be adjusted based on the Consumer Price Index (CPI-U) for All Urban Consumers, All Items, Denver-Boulder Area. The price adjustment rate will be determined by comparing the percentage difference between the CPI in effect for the base year six month average (January through June of 2026); and the (January through June) six month average for each year thereafter. The percentage difference between those two CPI issues will be the price adjustment rate. No retroactive contract price adjustments will be allowed.

TERM

12) The term of this Agreement shall begin on January 1, 2027and ends on December 31, 2031. At the end of the initial term, the contract shall automatically renew for an additional term of five years, unless otherwise terminated pursuant to this Agreement. Each term of the agreement is subject to an annual budget appropriation by the RTA.

DESIGNATION OF COUNTY MANAGER

13) Gunnison County designates the Gunnison County Manager as the Administrator for this Agreement, and all questions in regard to this agreement should be referred to that person.

INDEMNIFICATION

14) The Transportation Authority agrees to defend, indemnify and hold harmless the Board of County Commissioners of Gunnison County and Gunnison County officers and employees, from and against any and all claims or actions arising directly or indirectly from this Agreement.

TERMINATION.

15) Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Gunnison County shall be entitled to compensation for services performed prior to the date of termination.

NOTICES

16) Any notice, demand or communication which any 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:

Gunnison County Manager
200 E. Virginia Avenue
Gunnison, Colorado 81230

With a copy to:
Board of County Commissioners
of the County of Gunnison, Colorado
c/o Gunnison County Attorneys
200 E. Virginia Avenue
Gunnison, Colorado 81230

Gunnison Valley Transportation Authority
Scott Truex, Executive Director
P.O. Box 39
Crested Butte, Colorado 81224

Any 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

17) This Agreement contains the entire agreement between 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 to be performed hereunder.

MISCELLANEOUS.

18) SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

19) AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

20) NO WAIVER OF GOVERNMENTAL IMMUNITY. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

GOVERNING LAW

21) This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Exclusive jurisdiction and venue for any legal proceedings related to this Agreement shall be in the state District Court governing Gunnison, Colorado.

COUNTERPARTS: FACSIMILE TRANSMISSION.

22) This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By_____
Matthew Birnie, County Manager Date
Date

ATTEST:

_____
Deputy County Clerk

GUNNISON VALLEY
TRANSPORTATION AUTHORITY

By_____
Matthew Schwartz, Chair

ATTEST:

_____
Secretary

MEMO

November 6, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Senior Transportation Service Contracts

Board Members,

This memo is in response to your request for more information about the senior transportation programs during budget discussions and during the contract renewals. I've compiled the following data about the programs and also attached a copy of the May 22nd memo that I prepared for you which describes the services and includes a map of the GVH service area.

After discussion, I would request motions to authorize the Board Chair to sign the two contracts that are included in your packet, as presented.

Thank you,
Scott Truex

Year-to-Date Metrics:

Ridership on the RTA Funded Senior Services - 2026

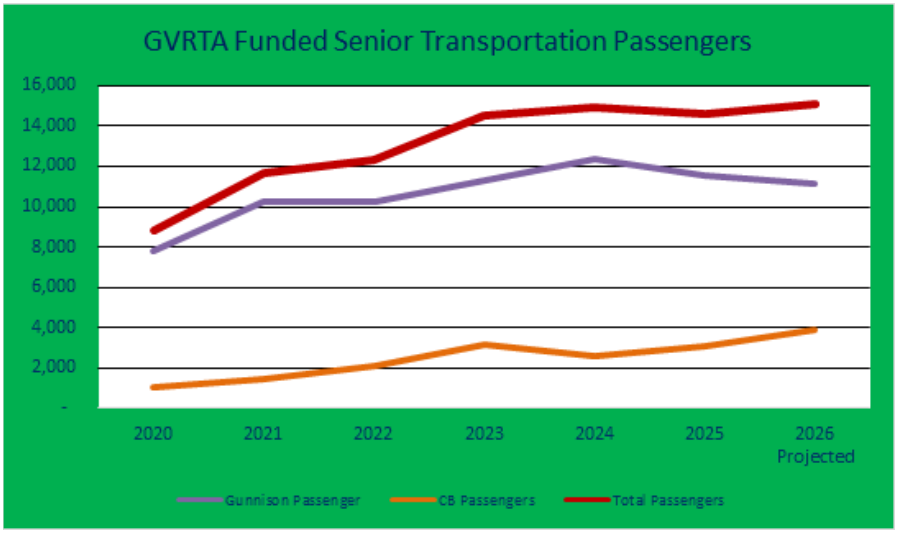
Month	GVH Riders	MX Riders	Total Riders	GVH Miles	MX Miles	Total Miles	GVH Invoices	MX Invoices	Total Invoices
January	954	304	1,258	2,638	5,955	8,593	$ 24,042	$ 15,911	$ 39,953
February	958	264	1,222	2,567	5,794	8,361	$ 27,723	$ 15,317	$ 43,040
March	981	306	1,287	2,760	7,144	9,904	$ 27,623	$ 18,593	$ 46,216
April	1,029	278	1,307	3,013	5,508	8,521	$ 25,921	$ 12,887	$ 38,808
May	822	267	1,089	2,771	6,346	9,117	$ 26,474	$ 15,619	$ 42,093
June	880	280	1,160	2,748	4,802	7,550	$ 25,701	$ 13,457	$ 39,158
July	927	388	1,315	2,701	4,657	7,358	$ 26,887	$ 13,387	$ 40,274
August	908	386	1,294	2,595	5,943	8,538	$ 26,604	$ 19,197	$ 45,801
September	918	441	1,359	2,700	6,556	9,256	$ 26,348	$ 17,285	$ 43,633
Total	**8,377**	**2,914**	**11,291**	**24,493**	**52,705**	**77,198**	**$ 237,323**	**$ 141,653**	**$ 378,976**

Year-to-Date Costs per hour, trip, and passenger:

2026 Month	Service Hours GVH Hours	MX Hours	Total Hours	Cost Per Mile GVH	MX	Total	Cost Per Passenger GVH	MX	Total	Cost Per Hour GVH	MX	Total
January	351	214	565	$ 9.11	$ 2.67	$ 4.65	$ 25.20	$ 52.34	$ 31.76	$ 68.50	$ 74.35	$ 70.71
February	353	168	521	$10.80	$ 2.64	$ 5.15	$ 28.94	$ 58.02	$ 35.22	$ 78.54	$ 91.17	$ 82.61
March	428	235	663	$10.01	$ 2.60	$ 4.67	$ 28.16	$ 60.76	$ 35.91	$ 64.54	$ 79.12	$ 69.71
April	403	202	605	$ 8.60	$ 2.34	$ 4.55	$ 25.19	$ 46.36	$ 29.69	$ 64.32	$ 63.80	$ 64.15
May	413	233	646	$ 9.55	$ 2.46	$ 4.62	$ 32.21	$ 58.50	$ 38.65	$ 64.10	$ 67.03	$ 65.16
June	361	197	558	$ 9.35	$ 2.80	$ 5.19	$ 29.21	$ 48.06	$ 33.76	$ 71.19	$ 68.31	$ 70.18
July	381	220	601	$ 9.95	$ 2.87	$ 5.47	$ 29.00	$ 34.50	$ 30.63	$ 70.57	$ 60.85	$ 67.01
August	381	275	656	$10.25	$ 3.23	$ 5.36	$ 29.30	$ 49.73	$ 35.39	$ 69.83	$ 69.81	$ 69.82
September	371	198	569	$ 9.76	$ 2.64	$ 4.71	$ 28.70	$ 39.20	$ 32.11	$ 71.02	$ 87.30	$ 76.68
Total	**3,442**	**1,942**	**5,384**	**$ 9.69**	**$ 2.69**	**$ 4.91**	**$ 28.33**	**$ 48.61**	**$ 33.56**	**$ 68.95**	**$ 72.94**	**$ 70.39**

Ridership trends – GVRTA Funded Senior Transportation Programs:

- Gunnison program ridership is down by 2.7% year-to-date from last year.
- Mt. Express program ridership is up 31.3% year-to-date from last year.



- According to Jeremy Herzog and Barbara Mason, the increase in the Mt. Express program is mostly due to current riders using the service more and not due to new passengers. Most trips are for medical purposes in Gunnison, Montrose and Grand Junction.

2026 Incidents and Complaints:

I am aware of one incident which was resolved and I am not aware of any complaints this year.

MEMO

May 22, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Senior transportation service description

Board Members,

At the retreat in April, you asked for a narrative describing how the two senior transportation systems in the valley provide their services to our community. With the passage of the 2015 RTA ballot question, the voters approved a tax increase for the RTA with a requirement that at least $250,000 be used for senior transportation. Over time the cost of the programs has increased along with inflation and we will fund the senior transportation with $464,000 this year.

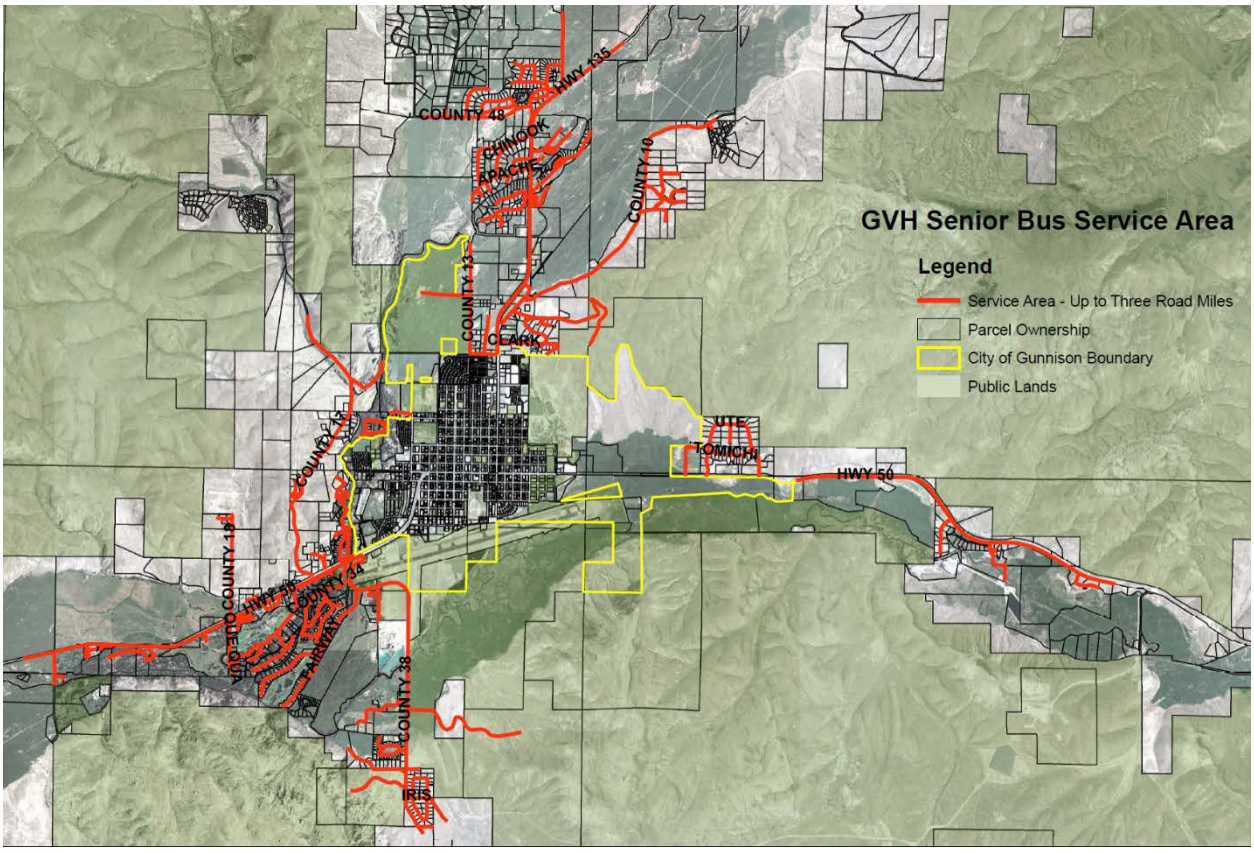
While the service is provided by Gunnison Valley Health through the Senior Care Center and by Mountain Express, the RTA funds the programs which has allowed the two senior transportation systems to expand substantially since the ballot question was approved.

We have a contract with Mt. Express to provide medical trips to anyone over the age of 60 residing in the GVRTA district. These trips must be scheduled a week in advance and people can go to Gunnison, Montrose or Grand Junction for medical purposes. They also offer group social/community outings on occasion and take seniors from the north end of the valley to City Market on a scheduled basis. This service has grown substantially over the years and currently provides approximately 300 trips per month on average.

Our contract with GVH provides service in and around the City of Gunnison. This service is free and available to anyone 55 and over and to anyone who is permanently disabled. The service runs every day from 8:30 a.m. until 4 p.m. and will take people to/from anywhere in the City of Gunnison and within three road miles of the city. A map of the service area is on the next page. Passengers are required to reserve a ride at least 2 hours in advance and the trip can be for any reason. GVH also provides medical trips for their Senior Care Center residents. On average, this service provides just under 1,000 trips per month.

These contracts are reviewed and renewed annually during budget time.

Thank you,
Scott Truex
Executive Director


GVH Senior Bus Service Area
Legend
Service Area - Up to Three Road Miles
Parcel Ownership
City of Gunnison Boundary
Public Lands
HWY 135
COUNTY 48
CHINOOK
APACHE
COUNTY 10
COUNTY 13
CLARK
COUNTY 14
VTF
TOMICHI
HWY 50
COUNTY 13A
HWY 50
COUNTY 38
TAMARACK
COUNTY 38
IRIS

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, THE BOARD OF TRUSTEES OF GUNNISON VALLEY HOSPITAL, AND THE REGIONAL TRANSPORTATION AUTHORITY REGARDING SENIOR TRANSPORTATION

THIS MEMORANDOM OF AGREEMENT ("Agreement") made effective the ___ day of December, 2026, by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein "Gunnison County") and the Board of Trustees of Gunnison Valley Hospital, on behalf of the Gunnison Valley Health Senior Care Center ("Senior Care Center") and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein "RTA").

RECITALS

Senior Care Center provides professional services regarding transportation of seniors ("Services").

RTA desires to engage the Services provided by Senior Care Center. Gunnison County provides fiscal agent services for the RTA.

Consistent with Gunnison County's strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which each hereby acknowledges, the parties agree as follows:

1. SERVICES.

Senior Care Center shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Senior Care Center's profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Senior Care Center acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2027 and shall terminate on December 31, 2027 unless sooner terminated or replaced as provided herein.

3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Senior Care Center performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Senior Care Center Senior Care Center fees as more specifically not to exceed Three Hundred Thirty Five Thousand Dollars and No/100 U. S. Dollars ($335,000.00). Payment shall be made by Gunnison County to Senior Care Center within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Senior Care Center for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

4. INSURANCE.

Senior Care Center agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Senior Care Center shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Senior Care Center will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Senior Care Center shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Mountain Express during the term of this Agreement.

b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-

One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Senior Care Center's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Senior Care Center. Senior Care Center shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County or the RTA, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Senior Care Center's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent contractors, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Senior Care Center. Senior Care Center shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain

the required coverages. Senior Care Center agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Senior Care Center to the County or the RTA under this Agreement. The Senior Care Center shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Senior Care Center is acting as an independent Senior Care Center and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Senior Care Center does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

Senior Care Center acknowledges and agrees that Senior Care Center is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or the RTA. Further, Senior Care Center is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Senior Care Center irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's 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 Senior Care Center or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Senior Care Center or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Senior Care Center expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Senior Care Center will provide the County and the RTA reasonably prompt notice of the relevant claim. Senior Care Center will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Senior

Care Center but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender the defense and settlement of any action or proceeding covered by this Section to Senior Care Center or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Senior Care Center agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Senior Care Center shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Senior Care Center shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Senior Care Center represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be exclude from participation in, or denied benefits of the service, programs, or activities performed by the Senior Care Center, or be subjected to any discrimination by the Senior Care Center upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver,

in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

d. LEGAL AUTHORITY. Senior Care Center represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Senior Care Center represents and warrants that he has been fully authorized by Senior Care Center to execute the Agreement on behalf of Senior Care Center and to validly and legally bind Senior Care Center to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Senior Care Center or the person signing the Agreement to enter into the Agreement.

e. NO CONSTRUCTION AGAINST DRAFTING PARTY. The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.

f. ORDER OF PRECEDENCE. In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.

g. SURVIVAL OF CERTAIN PROVISIONS. The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Senior Care Center's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.

h. INUREMENT. The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.

i. TIME IS OF THE ESSENCE. The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.

j. PARAGRAPH HEADINGS. The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

10. <u>DELEGATION AND ASSIGNMENT.</u>

Senior Care Center shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Senior Care Center shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Senior Care Center agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

13. WARRANTIES.

Senior Care Center represents and warrants to the County and the RTA as follows:

a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.

b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.

c. Senior Care Center has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.

d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Senior Care Center's ability to perform its obligations under this Agreement.

e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.

f. Senior Care Center has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Senior Care Center receives in connection with any of the Services provided to County and the RTA. To the extent that Senior Care Center is not permitted to assign any warranties or indemnities to the County and the RTA, Senior Care Center agrees to specifically identify and enforce those warranties and indemnities on behalf of County and the RTA to the extent Senior Care Center is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or the Senior Care Center receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Senior Care Center has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Senior Care Center shall not employ any person having such known interests. The Senior Care Center shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Senior Care Center represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Senior Care Center by placing the Senior Care Center's own interests, or the interests of any party with whom the Senior Care Center has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Senior Care Center written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack, natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation; PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. 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:

Gunnison County: County Manager
Gunnison County
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
of the County of Gunnison, Colorado
200 E. Virginia
Gunnison, Colorado 81230

Scott Truex, Executive Director
Gunnison Valley Rural Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Senior Care Center: Shandy Kibler, Administrator
Gunnison Valley Health Senior Care Center
1500 W. Tomichi
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.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which my contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term "electronic transmission" means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County, the RTA and Senior Care Center and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Senior Care Center's or

a subcontractor's website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Senior Care Center shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Senior Care Center shall be subject to financial audit by federal, state or county auditors or their designees. Senior Care Center authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Senior Care Center. Senior Care Center shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: _____
Matthew Birnie, County Manager

ATTEST:

_____
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: _____
Matthew Schwartz, Board Chair

Board of Trustees of Gunnison Valley Hospital
on behalf of the Gunnison Valley Health Senior Care Center

By: _____
Shandy Kibler, Administrator

APPENDIX “A”

SCOPE OF SERVICES

Senior Care Center shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside within the identified service area, on a regularly scheduled basis.

- Work with necessary County and RTA staff to ensure all required compliance related to transportation program is met, including:

    - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
    - Maintain required transportation logs.
    - Assist in collection of donated transportation monies.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Senior Care Center in the amount not to exceed $335,000.00 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Senior Care Center.
- Provide personnel to process referrals to the bus service so long as such personnel are available at the County’s sole discretion.
- Provide regular and unscheduled maintenance on senior transportation vehicles (in addition to regular reimbursement) so long as parts, equipment, supplies and personnel are available to provide such maintenance at the County’s sole discretion.

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, MOUNTAIN EXPRESS, AND THE REGIONAL TRANSPORTATION AUTHORITY REGARDING SENIOR TRANSPORTATION

THIS MEMORANDUM OF AGREEMENT ("Agreement") made effective the ___ day of December, 2026 by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein "Gunnison County") and the Mountain Express, a Transportation System, and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein "RTA").

RECITALS

Mountain Express provides professional services regarding transportation of seniors ("Services").

RTA desires to engage the Services provided by Mountain Express.

Consistent with Gunnison County's strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which each hereby acknowledges, the parties agree as follows:

1. SERVICES.

Mountain Express shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Mountain Express's profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Mountain Express acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2027 and shall terminate on December 31, 2027, unless sooner terminated or replaced as provided herein.

3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Mountain Express's performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Mountain Express fees as more specifically not to exceed Two Hundred Twenty-Five Thousand Dollars and No/100 U. S. Dollars ($225,000.00). Payment shall be made by Gunnison County to Mountain Express within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Mountain Express for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

4. INSURANCE.

Mountain Express agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Mountain Express shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Mountain Express will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Mountain Express shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Mountain Express during the term of this Agreement.

b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Five Hundred Five Thousand and No/100 U.S. Dollars ($505,000.00) for injury to one person in any single occurrence; and no less than One Million Four Hundred Twenty-One Thousand and No/100 U.S. Dollars ($1,421,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Mountain Express's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Mountain Express. Mountain Express shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Mountain Express's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent Mountain Express, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Mountain Express. Mountain Express shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain the required coverages. Mountain Express agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Mountain Express to the County under this Agreement. The Mountain Express shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Mountain Express is acting as an independent Mountain Express and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Mountain Express does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

MOUNTAIN EXPRESS ACKNOWLEDGES AND AGREES THAT MOUNTAIN EXPRESS IS NOT ENTITLED TO: (I) UNEMPLOYMENT INSURANCE BENEFITS; OR (II) WORKERS COMPENSATION COVERAGE, FROM GUNNISON COUNTY OR THE RTA. Further, Mountain Express is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Mountain Express irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's 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 Mountain Express or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Mountain Express or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Mountain Express expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Mountain Express will provide the County and the RTA reasonably prompt notice of the relevant claim. Mountain Express will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Mountain Express but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender the defense and

settlement of any action or proceeding covered by this Section to Mountain Express or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Mountain Express agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Mountain Express shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Mountain Express shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Mountain Express represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be exclude from participation in, or denied benefits of the service, programs, or activities performed by the Mountain Express, or be subjected to any discrimination by the Mountain Express upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

d. LEGAL AUTHORITY. Mountain Express represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Mountain Express represents and warrants that he has been fully authorized by Mountain Express to execute the Agreement on behalf of Mountain Express and to validly and legally bind Mountain Express to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Mountain Express or the person signing the Agreement to enter into the Agreement.

e. NO CONSTRUCTION AGAINST DRAFTING PARTY. The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.

f. ORDER OF PRECEDENCE. In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.

g. SURVIVAL OF CERTAIN PROVISIONS. The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Mountain Express's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.

h. INUREMENT. The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.

i. TIME IS OF THE ESSENCE. The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.

j. PARAGRAPH HEADINGS. The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

10. <u>DELEGATION AND ASSIGNMENT.</u>

Mountain Express shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Mountain Express shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Mountain Express agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

13. WARRANTIES.

Mountain Express represents and warrants to the County and the RTA as follows:

a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.

b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.

c. Mountain Express has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.

d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Mountain Express's ability to perform its obligations under this Agreement.

e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.

f. Mountain Express has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Mountain Express receives in connection with any of the Services provided to County and the RTA. To the extent that Mountain Express is not permitted to assign any warranties or indemnities to the County, Mountain Express agrees to

specifically identify and enforce those warranties and indemnities on behalf of County and the RTA to the extent Mountain Express is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or Mountain Express receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Mountain Express has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Mountain Express shall not employ any person having such known interests. The Mountain Express shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Mountain Express represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Mountain Express by placing the Mountain Express's own interests, or the interests of any party with whom the Mountain Express has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Mountain Express written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack,

natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation; PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. 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:

Gunnison County: County Manager
Gunnison County
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
of the County of Gunnison, Colorado
200 E. Virginia
Gunnison, Colorado 81230

Scott Truex, Executive Director
Gunnison Valley Rural Transportation Authority
PO Box 1911
Crested Butte, CO 81224

Mountain Express: Jeremy Herzog, Transit Manager
PO Box 3482
Crested Butte, CO 81224

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.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which my contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term "electronic transmission" means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County and Mountain Express and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Mountain Express's or a subcontractor's website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Contractor shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Mountain Express shall be subject to financial audit by federal, state or county auditors or their designees. Mountain Express authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Mountain Express. Mountain Express shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: _____
Matthew Birnie, County Manager

ATTEST:

_____
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: _____
Matthew Schwartz, Board Chair

Mountain Express

By: _____
Roman Kolodziej, Board Chair

APPENDIX “A”

SCOPE OF SERVICES

Mountain Express shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside in Mt. Crested Butte, Crested Butte and surrounding north valley communities, on a regularly scheduled basis as currently being provided.

- Work with necessary RTA and County staff to ensure all required compliance related to transportation program is met, including:
    - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
    - Maintain required transportation logs.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Mountain Express in the amount not to exceed $225,000 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Mountain Express.

MEMO

November 6, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: External service contributions and their possible effects on long term budgeting

Board Members,

I believe it is important that we discuss the three programs that the RTA funds that are somewhat outside of our regular mission and which may have a long-term impact to our budget over the next five years.

First is the bus service to Denver. CDOT has calculated the payment that they would like us to contribute in 2027 to continue the second daily bus between Denver and Crested Butte. They are requesting $186,300, which is up from $143,085 this year. I've included CDOT's ridership data and financial information for the first half of 2026 on the following page.

Second, is the potential new bus service to Montrose. As a reminder, we discussed budgeting $50,000 for a contribution to the service between Montrose and Gunnison that may be run by All Points Transit starting next year. Although the service has yet to be finalized, I do think it would be good for the RTA to commit to some funding if we want to help shape what the service looks like.

Third, is the Late-Night Taxi. We have been funding the Late-Night Taxi since the RTA was formed and this year, we are budgeting $30,000 for the service.

The total of these contributions for 2027 would be $266,300. We have included this amount in the 2027 budget. However, I think it is important to discuss the possible impacts of these programs on our five-year financial plan. I would like to get direction from you on whether or not you still think we should commit to contributing to all of them.

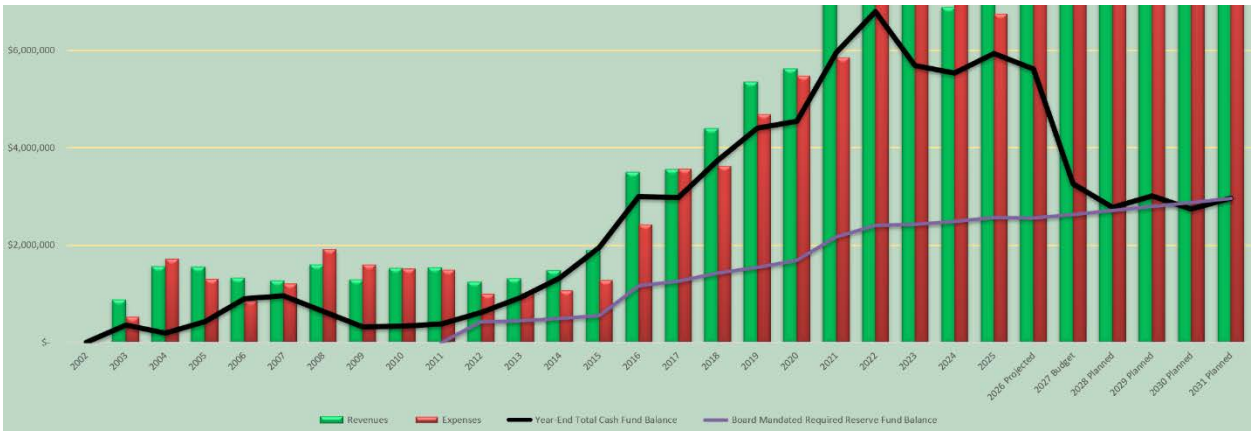
My concerns arise because the Board adopted a policy requiring that we maintain a minimum fund balance in reserve of 40% of the projected sales tax revenues for the year.

If we move forward with contributing to all three of these programs for the next five years, as presented in the five-year plan, we will drop below the board mandated reserve requirement in 2030 for one year. The reserve would recover in 2031. Under this scenario, at the end of the five-year plan in 2031, we would end up with a total reserve fund balance of $2.96m.

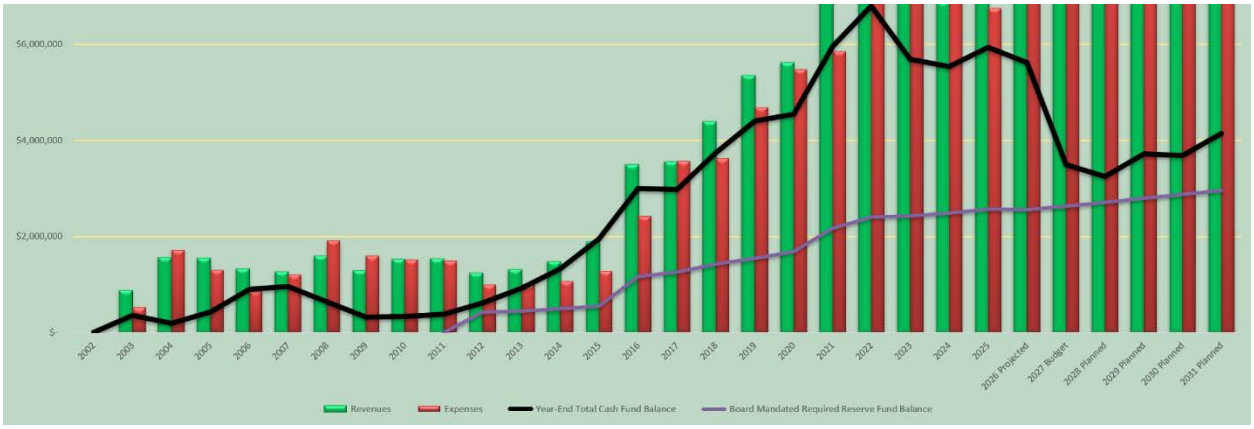
Because the other two programs are new, I've looked at what happens if we fund only the Late-Night Taxi. In that scenario, the mandated reserve would not be an issue and the reserve at the end of 2031 would be $4.14m. While funding all three of these services is not a large portion of our budget in any one year, compounded over the five years it does add up and have an impact

on our budgeted reserves. For this reason, I feel it's necessary to bring this to your attention now, so that you are aware that adopting the five-year plan as presented would have us planning to drop below the mandated reserve requirement for one year.

This chart shows the planned reserves and the reserve requirement when including all of the contributions in the 2027 budget and the five-year plan:



The chart below shows contributing only to the Late-Night Taxi program:



Since all of these programs are valuable and assets to the community, my recommendation is to fund all three programs this year, knowing that we may need to cut back in the future. I look forward to hearing your thoughts.

Please find the statistics for the first half of 2026 from CDOT on the next page. If you decide to fund the Bustang program again in 2027, I would request a ***motion to authorize the Executive Director to sign a contract with CDOT to fund a second daily round trip between Crested Butte and Denver for 2027 for an amount not to exceed $186,300.***

Thank you,
Scott Truex

Crested Butte – Denver Outrider Statistics – 1st Half, 2026

Passenger Boardings on First Trip:

Crested Butte - Denver | Trip #1 | NE Bound								
NE	**Jan-26**	**Feb-26**	**Mar-26**	**Apr-26**	**May-26**	**Jun-26**	**Jul-26**	**Total**
Crested Butte	73	55	87	31	44	57	70	**417**
Almont	4	7	19	10	12	1	7	**60**
Gunnison	103	93	128	76	72	74	161	**707**
Monarch Mountain	1	2	12	0	0	0	0	**15**
Salida	206	170	231	270	289	323	328	**1817**
Buena Vista	90	72	93	89	107	150	168	**769**
Fairplay	25	13	26	35	19	27	34	**179**
Pine Junction	1	4	8	5	7	17	8	**50**
DUS	0	0	0	0	0	0	0	**0**
Total	**503**	**416**	**604**	**516**	**550**	**649**	**776**	**4014**

Crested Butte - Denver | Trip #1 | SW Bound								
SW	**Jan-26**	**Feb-26**	**Mar-26**	**Apr-26**	**May-26**	**Jun-26**	**Jul-26**	**Total**
DUS	470	406	476	363	541	662	677	**3595**
Pine Junction	12	7	4	7	4	6	8	**48**
Fairplay	3	1	4	7	6	5	13	**39**
Buena Vista	8	14	23	20	26	34	33	**158**
Salida	12	8	7	9	12	11	11	**70**
Monarch Mountain	2	0	0	2	0	0	0	**4**
Gunnison	0	2	0	1	0	0	0	**3**
Almont	0	0	0	0	0	0	0	**0**
Crested Butte	0	0	0	0	0	0	0	**0**
Total	**507**	**438**	**514**	**409**	**589**	**718**	**742**	**3917**

Passenger Boardings on Second Trip:

Crested Butte - Denver | Trip #2| NE Bound								
NE	**Jan-26**	**Feb-26**	**Mar-26**	**Apr-26**	**May-26**	**Jun-26**	**Jul-26**	**Total**
Crested Butte	68	48	64	29	46	45	64	**364**
Almont	3	6	0	1	1	1	10	**22**
Gunnison	58	55	78	59	57	74	106	**487**
Monarch Mountain	5	0	15	0	0	6	21	**47**
Salida	91	53	85	109	118	118	113	**687**
Buena Vista	31	28	37	49	43	55	68	**311**
Fairplay	7	10	15	7	12	20	11	**82**
Pine Junction	0	2	2	0	2	7	2	**15**
DUS	0	0	0	0	0	0	0	**0**
Total	**263**	**202**	**296**	**254**	**279**	**326**	**395**	**2015**

Crested Butte - Denver | Trip #2 | SW Bound								
SW	**Jan-26**	**Feb-26**	**Mar-26**	**Apr-26**	**May-26**	**Jun-26**	**Jul-26**	**Total**
DUS	154	136	159	98	186	236	199	**1168**
Pine Junction	7	12	3	5	8	4	7	**46**
Fairplay	1	2	4	0	3	8	3	**21**
Buena Vista	34	18	15	39	43	48	39	**236**
Salida	7	16	23	10	11	5	14	**86**
Monarch Mountain	0	0	0	0	0	0	0	**0**
Gunnison	0	0	0	1	0	0	0	**1**
Almont	0	0	0	0	0	0	0	**0**
Crested Butte	0	0	0	0	0	0	0	**0**
Total	**203**	**184**	**204**	**153**	**251**	**301**	**262**	**1558**

YTD (Jan 26 - Jul 26) Total Boardings		
Trip	**YTD Total Boardings**	**Share of Total Boardings**
Trip #1	7,931	69%
Trip #2	3,573	31%
Total	**11,504**	**100%**

Operating Costs and Farebox Revenues:

Month	Net Operating	Gross Operating	Farebox Revenue	FBR Ratio
Jan-26	$ 144,320	$ 104,896	$ 39,424	27%
Feb-26	$ 200,659	$ 167,906	$ 32,753	16%
Mar-26	$ 253,883	$ 209,068	$ 44,815	18%
Apr-26	$ 248,558	$ 214,930	$ 33,628	14%
May-26	$ 206,800	$ 167,756	$ 39,044	19%
Jun-26	$ 239,989	$ 191,110	$ 48,879	20%
Jul-26	$ 263,544	$ 205,518	$ 58,026	22%
YTD Totals	**$ 1,557,752**	**$ 1,261,184**	**$ 296,568**	**19%**

2027 GVRTA

Final Budget – For Board Adoption 11/6/26

(Prepared on October 29, 2026)

The following pages make up the Final 2027 GVRTA Budget as presented to the GVRTA Board of Directors for consideration at the November 6, 2026 regular meeting. The Board of Directors may make changes before adopting the budget.

Changes since the last draft:

- Total Sales tax revenues have been decreased by $210k. This change has been made as new information became available and due to the Board of Director's request to reduce the 2027 projections to a 1.5% increase over this year's projections.
- The contribution for the Bustang Outrider second daily bus between Crested Butte and Denver has been increased by $36,300 to reflect the actual proposal from CDOT which was received since the last draft of the budget.
- The cost for the County Fiscal Agent MOU has been reduced by $11,500 to reflect the agreement recently reached with the County.
- Various other expenditures totaling $1,600 in the General Fund have been adjusted to better reflect estimates of actual projected expenses.
- $20,000 in both revenues and expenditures for the Gunnison Transit Center project have been moved from the 2027 Budget to projected revenues and expenses in 2026.
- $38,000 in expenditures for engineering the bus improvement projects have been moved from the 2027 Budget to projected expenses in 2026.
- Due to the volume of capital projects occurring in 2027, the $100,000 budgeted for planning the Brush Creek Park 'n Ride has been moved to 2028.
- The cost of the MRG contract for the Chicago service has been reduced by $47,474 to reflect the cost of the new contract.
- The cost for the senior transportation contracts has been increased by $25,000 to reflect the amounts in the new contracts.

2027 Budget Assumptions:

- **Sales Tax**
  - 2027 sales tax is budgeted to be 1.5% above 2025 projections.

- **Capital Fund**
  - The Capital Fund is allocated $1,750,000 in sales tax revenues in 2027.
  - Section 5339(a) Grant funding is budgeted to cover up to 80% of the cost of one bus.
    - We were awarded a grant for $723,340.
  - Section 5339(b) Grant funding is budgeted to cover up to 85% of the cost of one bus.
    - We were awarded a grant for $768,557.
  - State SB-267 grant funding of $880,000 is included to build the Gunnison Transit Center on Hwy 50 in Gunnison.
    - $120,000 is projected to be received and spent in 2026.
  - State CTE grant funding of $734,000 is included to help pay for bus purchases to expand service.
  - Capital Projects:
    - Purchasing two full sized buses to replace buses 503 & 506 - $985,000 each.
    - Purchasing three smaller buses for service expansion - $384,300 each.
    - Design and construction of the Gunnison Transit Center on Hwy 50 - $1,980,000 (plus $120,000 spent in 2026.)
    - Design and construction of the new bus stop at the CB South POA, improving the 11th & Virginia bus stop, and replacing the aprons at the Denver and Spencer bus stops along Hwy 135 - $232,000 (plus 38,000 spent in 2026.)
    - Contribution to Gunnison County for bus stop relocations at Brush Creek Rd. during roundabout construction - $85,200

- **Air Command Fund**
  - The Air Command Fund is allocated $550,000 from sales tax revenues in 2027.
  - Winter flights are guaranteed to Houston and Chicago.
    - Total maximum MRG payments are budgeted.
      - $298,219 is budgeted for Houston.
      - $350,475 is budgeted for Chicago.
  - Air Services Manager (including travel expenses) - $115,000

- **Senior Transportation Fund**
  - The Senior Transportation Fund is allocated $550,000 from sales tax revenues in 2027.
  - Senior transportation operations continue with no changes in 2026.
    - Contracts are budgeted at:
      - $335,000 for GVH.
      - $225,000 for Mountain Express.

- **General Fund**
  - The remaining Sales Tax ($3,681,000) is allocated to the General Fund.
  - The GVRTA Commuter Bus will operate on a 41 round-trip bus schedule until the 2027-28 ski season, when the schedule will increase to 46 round-trips.
  - $186,300 is budgeted for the local match for the second daily bus to Denver.
  - $50,000 is budgeted for the local match for service between Gunnison and Montrose.
  - $30,000 is budgeted for a contribution to the Late-Night Taxi Service.

- **Overall Summary**
  - Total revenues are budgeted to be $10,601,357.
  - Total expenditures are budgeted not to exceed $12,957,294.
  - Total cash fund balance is budgeted to be reduced by $2,355,937.
  - Capital assets will increase by a total of $5,420,200 less depreciation.
    - Two new large buses - $1,970,000
    - Three new small buses - $1,053,000
    - Enhanced bus stop project - $1,980,000
    - Bus stop improvements - $317,200
  - The ending fund balance is budgeted to be $3,261,284.
  - The minimum unrestricted fund balance mandated by the board under this budget would be $2,736,400.

Gunnison Valley Transportation Authority
2027 Budget
For Adoption on November 6, 2026

Gunnison Valley Transportation Authority 2026 Budget	2025 Actual	2026 Budget	2026 Projected	2027 Budget
Sales Tax Revenues	**$ 6,405,146**	**$ 6,577,000**	**$ 6,385,906**	**$ 6,481,000**
Sales Tax to General Fund	$ 4,884,146	$ 4,213,000	$ 4,085,906	$ 3,681,000
Sales Tax to Capital Fund	$ 500,000	$ 1,250,000	$ 1,250,000	$ 1,750,000
Sales Tax to Air Command Fund	$ 575,000	$ 650,000	$ 550,000	$ 500,000
Sales Tax to Senior Transportation Fund	$ 446,000	$ 464,000	$ 500,000	$ 550,000
	$ 6,405,146	**$ 6,577,000**	**$ 6,385,906**	**$ 6,481,000**

GVRTA General Fund 2026 Budget		2025 Actual	2026 Budget	2026 Projected	2027 Budget
Beginning General Fund Balance		**$ 2,423,691**	**$ 3,040,489**	**$ 3,231,964**	**$ 2,474,138**
Revenues:					
	Sales Tax Revenues	$ 4,884,146	$ 4,213,000	$ 4,085,906	$ 3,681,000
	Sales Tax - Clerk	$ 61,031	$ 40,000	$ 40,000	$ 40,000
	Interest Charges	$ 1,424	$ 1,000	$ 1,500	$ 1,500
	Other Fines	$ 469	$ 1,000	$ 1,000	$ 1,000
	Insurance	$ -	$ -	$ 26,634	$ -
	Rental Income - West Evans Maintenance Facility	$ 26,400	$ 26,400	$ 26,400	$ 26,400
	Rental Income - Solstice and Lazy K Housing Units	$ 93,773	$ 97,200	$ 97,200	$ 97,200
	Earnings on Investments	$ 200,438	$ 100,000	$ 67,000	$ 75,000
CTE A&O & C	CTE Service Expansion Op. Grant G104X		$ -	$ -	$ 384,001
5311 A & O	FTA 5311Admin. & Operating Grants G-1042	$ 367,008	$ 378,000	$ 378,019	$ 389,359
Total Revenues		**$ 5,634,689**	**$ 4,856,600**	**$ 4,723,659**	**$ 4,695,460**
Expenditures:					
	Postage	$ -	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 50	$ 4,000	$ 4,000	$ 3,000
	Building Repair and Maintenance	$ 46,865	$ 40,000	$ 65,000	$ 40,000
	Travel - Transportation	$ 1,845	$ 6,000	$ 1,100	$ 2,000
	Travel - Meals	$ 710	$ 5,000	$ 400	$ 1,000
	Travel - Lodging	$ 3,176	$ 5,000	$ 3,500	$ 4,000
	Legal Services	$ 22,183	$ 10,000	$ 15,000	$ 18,000
	Contracted Temporary Help - Marcy & RAE	$ 7,796	$ 58,000	$ 5,000	$ 6,600
	Contract Svcs - Morrison, Swiftly, etc.	$ 84,830	$ 85,000	$ 70,000	$ 85,000
	Management Services - TMS	$ 101,238	$ 107,500	$ 107,500	$ 111,800
	Meetings - Registrations	$ 1,950	$ 2,000	$ 1,400	$ 2,000
	State Fees	$ 22,112	$ 30,000	$ 27,000	$ 27,000
	Treasurer's Fees	$ 64,377	$ 77,000	$ 74,000	$ 74,000
	Late Night Taxi, Montrose & Bustang Services	$ 28,600	$ 173,000	$ 172,585	$ 266,300
	Advertising, Notices, Public Outreach & Website	$ 14,360	$ 15,000	$ 8,200	$ 9,000
	Dues & Memberships (CASTA & POA Memberships)	$ 22,569	$ 33,000	$ 30,000	$ 31,000
	Auditing	$ 12,895	$ 13,905	$ 13,100	$ 15,000
	Insurance & Bonds	$ 20,138	$ 25,000	$ 22,300	$ 35,000
	Utilities	$ 1,699	$ 1,000	$ 200	$ 200
	Investment Commissions/Fees	$ -	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 14,000	$ 14,500	$ 14,500	$ 18,500
5311 - A	Management Services - TMS	$ 101,238	$ 107,500	$ 107,500	$ 111,800
5311 - A	Bus Operations Manager - Ecovatus	$ 78,000	$ 81,000	$ 81,000	$ 84,000
5311 - O	Diesel Fuel	$ 87,457	$ 250,000	$ 410,000	$ 490,000
5311 - O	CNG Fuel	$ 384,623	$ 300,000	$ 163,000	$ 183,000
5311 - O	Repair & Maintenance - Vehicles	$ 532,959	$ 673,000	$ 700,000	$ 705,000
5311 - O	Purchased Transportation Services	$ 3,170,746	$ 3,400,000	$ 3,385,000	$ 3,890,000
Total Expenditures		**$ 4,826,416**	**$ 5,516,605**	**$ 5,481,485**	**$ 6,213,400**
Ending General Fund Balance		**$ 3,231,964**	**$ 2,380,484**	**$ 2,474,138**	**$ 956,198**

GVRTA Capital Reserve Fund 2026 Budget		2025 Actual		2026 Budget		2026 Projected		2027 Budget
Beginning Fund Balance		**$ 728,893**		**$ 336,762**		**$ 347,807**		**$ 910,342**
Revenues:								
5339 - C	Federal Section 5339(a) CCCP G-1046			$ 1,426,924		$ 1,398,726		$ 723,340
	Federal Section 5339(b) Disc. G-1047			$ 1,516,108		$ 1,511,981		$ 768,557
	Federal Section 5339(b) CDS. G-104X							
	State SB267 Grant for Facility G-3587			$ 1,000,000		$ 120,000		$ 880,000
	CTE Grants for expansion of service G-1045			$ 739,000		$ -		$ 734,000
	Sales Tax Revenues	$ 500,000		$ 1,250,000		$ 1,250,000		$ 1,750,000
Capital Fund Revenues		**$ 500,000**		**$ 5,932,032**		**$ 4,280,707**		**$ 4,855,897**
Expenditures:								
5339 - C	Bus Purchases - G1046			$ 1,776,921		$ 1,748,408		$ 985,000
	Bus Purchases - G-1047			$ 1,776,921		$ 1,778,800		$ 985,000
	Bus Purchases - G-104X							
CTE - C	Bus Purchases - CTE Grant - 3 small buses G-1045			$ 1,020,000		$ -		$ 1,153,000
	Bus Purchases (local)	$ 878,955		$ 3,500		$ 10,964		$ -
SB-267	Transit Center Design & Construction G-3587			$ 1,500,000		$ 120,000		$ 1,980,000
	Housing/Land Purchases	$ 2,131		$ -		$ -		$ -
	Capital Improvements			$ 185,200		$ 60,000		$ 317,200
Capital Fund Expenditures		**$ 881,086**		**$ 6,262,542**		**$ 3,718,172**		**$ 5,420,200**
Ending Fund Balance		**$ 347,807**		**$ 6,252**		**$ 910,342**		**$ 346,039**

GVRTA Air Command Fund 2026 Budget		2025 Actual		2026 Budget		2026 Projected		2027 Budget
Beginning Fund Balance		**$ 1,981,155**		**$ 1,991,957**		**$ 1,992,456**		**$ 1,890,600**
Revenues:								
	Sales Tax Revenues	$ 575,000		$ 650,000		$ 550,000		$ 500,000
	SCASD Grant ($397,949 - paid through county)	$ -		$ -		$ -		$ -
RTA Air Command Fund Revenues		**$ 575,000**		**$ 650,000**		**$ 550,000**		**$ 500,000**
Expenditures:								
	Airline Guarantees - Winter (IAH)	$ 405,898		$ 204,352		$ 204,352		$ 298,219
	Professional Services - Tomcich	$ 103,801		$ 111,000		$ 108,000		$ 115,000
	Airline Mechanic Subsidy to Gunnison County	$ 54,000		$ 60,000		$ 31,500		$ -
	Airline Guarantees - ORD (with another $397,949 from county)			$ 308,004		$ 308,004		$ 350,475
RTA Air Command Fund Expenditures		**$ 563,699**		**$ 683,356**		**$ 651,856**		**$ 763,694**
Ending Fund Balance		**$ 1,992,456**		**$ 1,958,601**		**$ 1,890,600**		**$ 1,626,906**

GVRTA Senior Transportation Fund 2026 Budget		2025 Actual		2026 Budget		2026 Projected		2027 Budget
Beginning Fund Balance		**$ 397,246**		**$ 386,454**		**$ 367,939**		**$ 342,141**
Revenues:								
	Sales Tax Revenues	$ 446,000		$ 464,000		$ 500,000		$ 550,000
Senior Transportation Fund Revenues		**$ 446,000**		**$ 464,000**		**$ 500,000**		**$ 550,000**
Expenditures:								
	Capital Expenses	$ 21,792		$ -		$ 13,798		
	Contracted Services	$ 453,515		$ 460,000		$ 512,000		$ 560,000
Senior Transportation Fund Expenditures		**$ 475,307**		**$ 460,000**		**$ 525,798**		**$ 560,000**
Ending Fund Balance		**$ 367,939**		**$ 390,454**		**$ 342,141**		**$ 332,141**

GVRTA Total Revenues and Expenditures 2026 Budget	2025 Actual	2026 Budget	2026 Projected	2027 Budget
Beginning Fund Balance	**$ 5,530,985**	**$ 5,755,662**	**$ 5,940,166**	**$ 5,617,221**
Revenues:	$ 7,155,689	$ 11,902,632	$ 10,054,366	$ 10,601,357
Expenditures:	$ 6,746,508	$ 12,922,503	$ 10,377,311	$ 12,957,294
Ending Fund Balance	**$ 5,940,166**	**$ 4,735,791**	**$ 5,617,221**	**$ 3,261,284**

GVRTA Summary of all Funds 2026 Budget Fund Balances	Year End 2025 Actual	Year End 2026 Budget	Year End 2026 Projected	Year End 2027 Budget
Unrestricted General Fund Balance	$ 3,231,964	$ 2,380,484	$ 2,474,138	$ 956,198
Capital Reserve Fund Balance	$ 347,807	$ 6,252	$ 910,342	$ 346,039
Air Command Fund Balance	$ 1,992,456	$ 1,958,601	$ 1,890,600	$ 1,626,906
Senior Transportation Fund Balance	$ 367,939	$ 390,454	$ 342,141	$ 332,141
Total Fund Balance	**$ 5,940,166**	**$ 4,735,791**	**$ 5,617,221**	**$ 3,261,284**

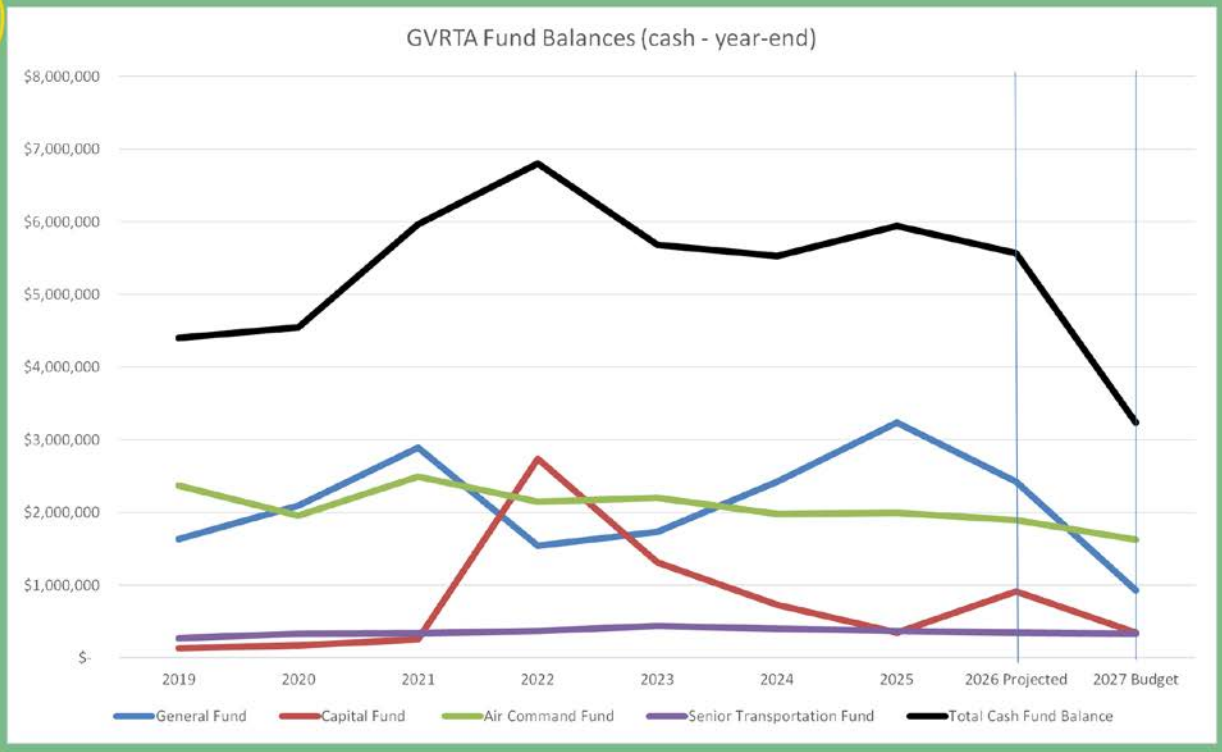
GVRTA Bus Fleet – 2027 Budget

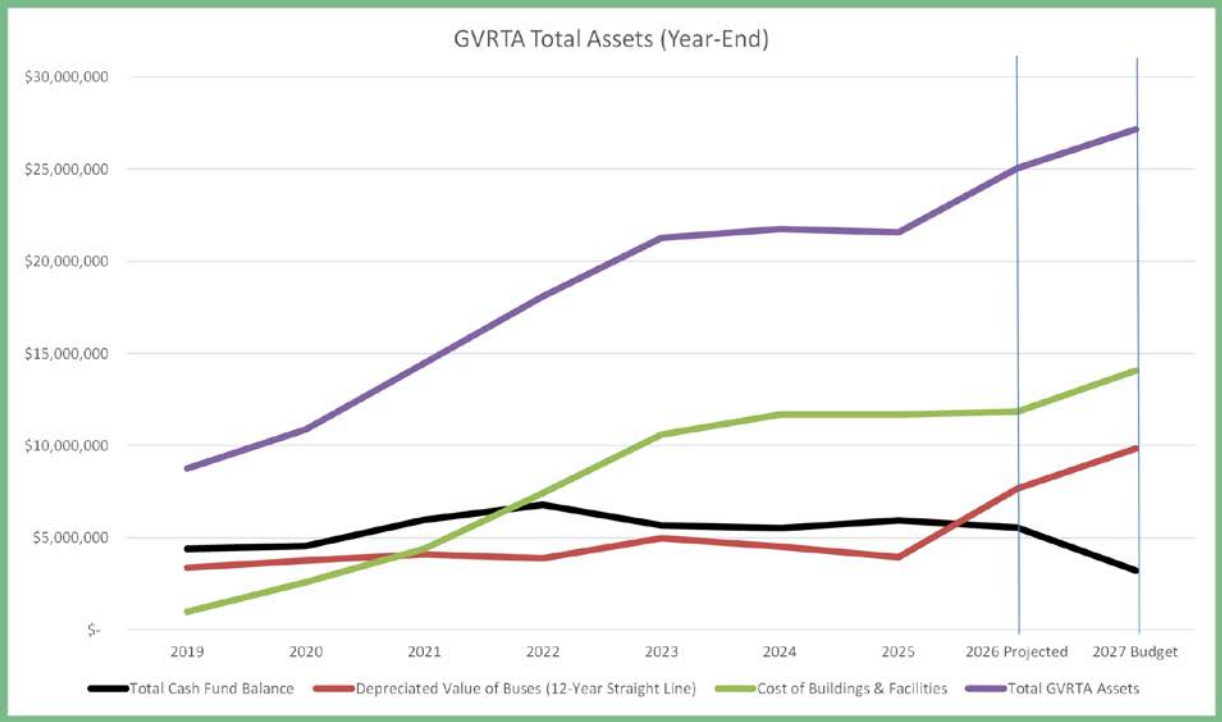
2027 Budget GVRTA Bus Fleet Bus #	Year	Fuel	Initial Price	Grant Source	Grant Funding	Local Funding	12-Yr dep. Current Value	2027 Replacement Cost	Odometer (10/1/26)
504	2016	Diesel	$ 532,856	Fed 5311	$ 426,299	$ 106,557	$ 88,796	$ 985,000	779,405
505	2016	Diesel	$ 521,029	N/A	$ -	$ 521,029	$ 86,838	$ 985,000	745,060
506	2017	CNG	$ 695,159	DOLA	$ 167,924	$ 527,235	$ 115,859	$ 985,000	593,962
503	2018	CNG	$ 701,900	Fed 5339	$ 561,520	$ 140,380	$ 175,475	$ 985,000	577,984
502	2019	CNG	$ 714,935	State SB-228	$ 571,948	$ 142,987	$ 238,311	$ 985,000	575,240
501	2019	CNG	$ 714,935	Fed 5339	$ 571,948	$ 142,987	$ 238,311	$ 985,000	549,865
500	2020	CNG	$ 751,781	Fed 5339/VW	$ 623,940	$ 127,841	$ 312,987	$ 985,000	458,202
507	2021	CNG	$ 754,935	State-FASTER	$ 603,948	$ 150,987	$ 377,467	$ 985,000	399,012
508	2023	CNG	$ 771,300	Fed 5339	$ 730,000	$ 41,300	$ 578,175	$ 985,000	304,752
509	2023	CNG	$ 771,300	Fed 5339	$ 730,000	$ 41,300	$ 578,175	$ 985,000	280,620
510	2026	Diesel	$ 874,204	N/A	$ -	$ 874,204	$ 728,625	$ 985,000	73,452
511	2026	Diesel	$ 874,204	Fed 5339	$ 743,073	$ 131,131	$ 796,913	$ 985,000	74,657
512	2026	Diesel	$ 874,204	Fed 5339	$ 743,073	$ 131,131	$ 796,913	$ 985,000	81,339
513	2026	Diesel	$ 874,204	Fed 5339	$ 699,363	$ 174,841	$ 796,913	$ 985,000	51,882
514	2026	Diesel	$ 874,204	Fed 5339	$ 699,363	$ 174,841	$ 796,913	$ 985,000	50,101
515	2027	Diesel	$ 985,000	Fed 5339	$ 723,340	$ 261,660	$ 985,000	$ 985,000	-
516	2027	Diesel	$ 985,000	Fed 5339	$ 768,557	$ 216,443	$ 985,000	$ 985,000	-
551	2027	Diesel	$ 384,333	State CTE	$ 244,667	$ 139,666	$ 384,333	$ 384,333	-
552	2027	Diesel	$ 384,333	State CTE	$ 244,667	$ 139,666	$ 384,333	$ 384,333	-
553	2027	Diesel	$ 384,333	State CTE	$ 244,667	$ 139,666	$ 384,333	$ 384,333	-
		Totals	$ 14,424,149		$ 10,098,297	$ 4,325,852	$ 9,829,670	$ 17,897,999	
					70%	30%			

GVRTA Facilities – 2027 Budget

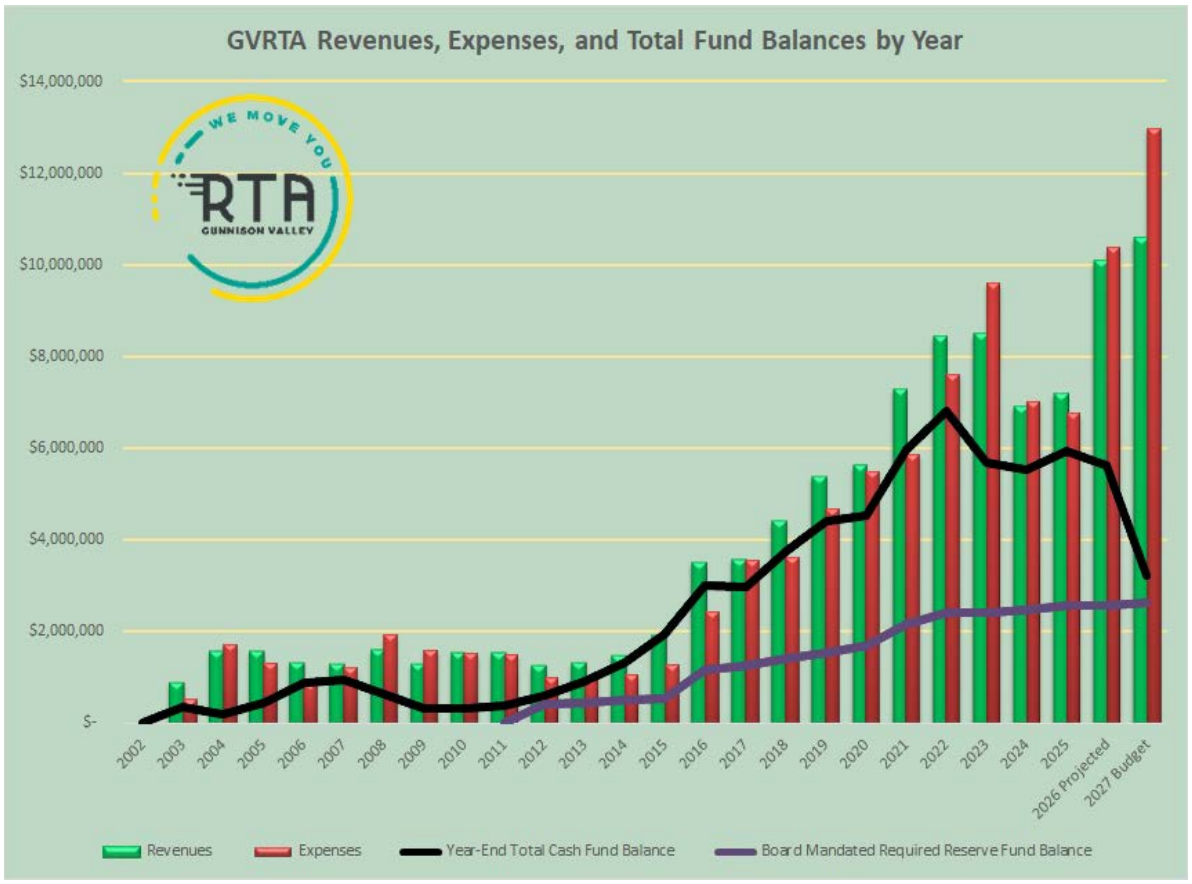
Land & Facilities	Year completed	Final Total Cost	Total Value
Gunnison City Bus Shelters	2008	$ 6,000	$ 6,000
Tall Texan Bus Stops	2018	$ 141,062	$ 147,062
Ohio Creek Bus Stops	2018	$ 156,593	$ 303,655
North Valley Bus Stops	2019	$ 465,997	$ 769,652
905 W. Evans Facility	2020	$ 1,109,879	$ 1,879,531
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
Rec Center Bus Stop Upgrades	2026	$ 22,000	$ 10,903,107
Gunnison Transit Center	2027	$ 2,912,298	$ 13,815,405
City Bus Stop Upgrades	2027	$ 120,000	$ 13,935,405
CB South POA Bus Stop	2027	$ 150,000	$ 14,085,405

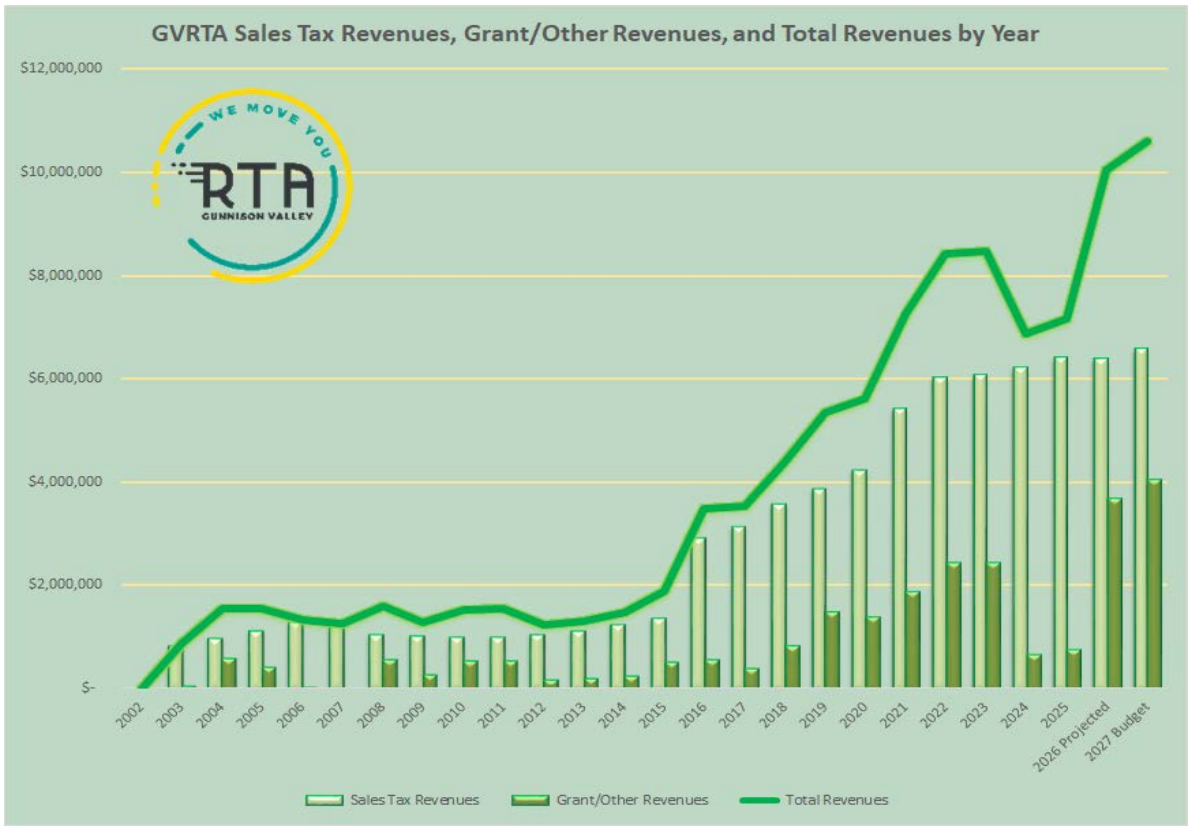
Gunnison Valley Transportation Authority 2027 Budget





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


GVRTA Revenues, Expenses, and Total Fund Balances by Year
$14,000,000
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026 Projected
2027 Budget
Revenues
Expenses
Year-End Total Cash Fund Balance
Board Mandated Required Reserve Fund Balance


GVRTA Sales Tax Revenues, Grant/Other Revenues, and Total Revenues by Year
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026 Projected
2027 Budget
Sales Tax Revenues
Grant/Other Revenues
Total Revenues

Gunnison Valley RTA – Five Year Financial Plan – for adoption by the Board of Directors on November 6, 2026

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 tool that can help the GVRTA Board of Directors evaluate the fiscal implications of policy decisions, including future budgeting choices, while offering a process for public deliberation.

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 be better equipped to make financially sustainable decisions during the budget process.

The GVRTA is currently in a sound financial position. Sales tax revenue collections continue to be sustainable. Additionally, we have received numerous grants for transit capital and operations. We have been able to accelerate implementing our capital plan over the past few years. This plan reduces the fund balance in order to complete our projects and expand our fleet of vehicles; however, it is projected to remain above the board mandated minimums throughout the five-year period.

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 a 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 - Five-Year Financial Plan (2027-2031)
For Adoption - November, 2026

Gunnison Valley Transportation Authority DRAFT 2027 Five-Year Financial Plan	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Sales Tax Revenues	**$ 6,577,000**	**$ 6,385,906**	**$ 6,577,000**	**$ 6,774,000**	**$ 6,977,000**	**$ 7,186,000**	**$ 7,402,000**
Transfers							
Sales Tax to General Fund	$ 4,213,000	$ 4,085,906	$ 3,681,000	$ 5,146,000	$ 5,420,000	$ 5,799,000	$ 5,883,000
Sales Tax to Capital Reserve Fund	$ 1,250,000	$ 1,250,000	$ 1,750,000	$ 500,000	$ 400,000	$ 200,000	$ 300,000
Sales Tax to Air Command Fund	$ 650,000	$ 550,000	$ 500,000	$ 550,000	$ 550,000	$ 550,000	$ 550,000
Sales Tax to Senior Transportation Fund	$ 464,000	$ 500,000	$ 550,000	$ 578,000	$ 607,000	$ 637,000	$ 669,000
Total Transfers	**$ 6,577,000**	**$ 6,385,906**	**$ 6,481,000**	**$ 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 $550,000 per year starting in 2028
Transfers to the Senior Transportation Fund are set at $550,000 in 2027 and increase by 5% per year
Transfers to the General Fund are the remainder of sales tax revenues after other transfers

GVRTA - General Fund DRAFT 2027 Five-Year Financial Plan		2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Beginning General Fund Balance		**$ 3,040,489**	**$ 3,231,964**	**$ 2,474,138**	**$ 956,198**	**$ 956,798**	**$ 1,054,098**	**$ 1,349,998**
Revenues:								
	Sales Tax Revenues	$ 4,213,000	$ 4,085,906	$ 3,681,000	$ 5,146,000	$ 5,420,000	$ 5,799,000	$ 5,883,000
	Sales Tax - Clerk	$ 40,000	$ 40,000	$ 40,000	$ 41,000	$ 42,000	$ 43,000	$ 44,000
	Interest Charges	$ 1,000	$ 1,500	$ 1,500	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	Other Fines	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Rental Income	$ 123,600	$ 123,600	$ 123,600	$ 123,600	$ 123,600	$ 123,600	$ 123,600
	Earnings on Investments	$ 100,000	$ 67,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
CTE - A&O	CTE Expansion Grant for operations	$ -	$ -	$ 384,001	$ 662,000	$ 662,000	$ 662,000	$ 662,000
5311 A & O	FTA 5311 Admin. & Operating Grant	$ 378,000	$ 378,019	$ 389,359	$ 401,000	$ 413,000	$ 425,000	$ 438,000
Total Revenues		**$ 4,856,600**	**$ 4,697,025**	**$ 4,695,460**	**$ 6,451,600**	**$ 6,738,600**	**$ 7,130,600**	**$ 7,228,600**
Expenditures:								
	Postage	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Equipment Under $4,000	$ 4,000	$ 4,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
	Building Repair and Maintenance	$ 40,000	$ 65,000	$ 40,000	$ 41,000	$ 42,000	$ 43,000	$ 44,000
	Travel - Transportation	$ 6,000	$ 1,100	$ 2,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	Travel - Meals	$ 5,000	$ 400	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 1,000
	Travel - Lodging	$ 5,000	$ 3,500	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
	Legal Services	$ 10,000	$ 15,000	$ 18,000	$ 12,600	$ 13,200	$ 14,000	$ 15,000
	Contracted Temporary Help - Marcy & RAE	$ 58,000	$ 5,000	$ 6,600	$ 7,000	$ 7,000	$ 7,000	$ 7,000
	Contract Svcs - Morrison, Swiftly, etc.	$ 85,000	$ 70,000	$ 85,000	$ 89,000	$ 93,000	$ 98,000	$ 103,000
	Management Services	$ 107,500	$ 107,500	$ 111,800	$ 116,300	$ 121,000	$ 124,600	$ 128,300
	Meetings - Registrations	$ 2,000	$ 1,400	$ 2,000	$ 2,000	$ 2,000	$ 2,000	$ 2,000
	State Fees	$ 30,000	$ 27,000	$ 27,000	$ 28,000	$ 29,000	$ 30,000	$ 31,000
	Treasurer's Fees	$ 77,000	$ 74,000	$ 74,000	$ 75,000	$ 76,000	$ 77,000	$ 78,000
	Late Night Tax, Bustang, and Montrose Services	$ 173,000	$ 172,585	$ 266,300	$ 266,300	$ 266,300	$ 266,300	$ 266,300
	Advertising, Notices, Public Outreach & Website	$ 15,000	$ 8,200	$ 9,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
	Dues & Memberships (CASTA & POAs)	$ 33,000	$ 30,000	$ 31,000	$ 32,000	$ 33,000	$ 34,000	$ 35,000
	Auditing	$ 13,905	$ 13,100	$ 15,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000
	Insurance & Bonds	$ 25,000	$ 22,300	$ 35,000	$ 36,000	$ 37,000	$ 38,000	$ 39,000
	Utilites	$ 1,000	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200
	Investment Commissions/Fees	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	Transfer to County General Fund	$ 14,500	$ 14,500	$ 18,500	$ 19,100	$ 19,700	$ 20,300	$ 20,900
5311 - A	Management Services	$ 107,500	$ 107,500	$ 111,800	$ 116,300	$ 121,000	$ 124,600	$ 128,300
5311 - A	Bus Operations Manager - Ecovatus	$ 81,000	$ 81,000	$ 84,000	$ 90,000	$ 92,700	$ 95,500	$ 98,400
5311 & CTE - O	Diesel Fuel	$ 250,000	$ 410,000	$ 490,000	$ 510,000	$ 525,000	$ 541,000	$ 557,000
5311 & CTE - O	CNG Fuel	$ 300,000	$ 163,000	$ 183,000	$ 200,000	$ 206,000	$ 212,000	$ 218,000
5311 & CTE - O	Repair & Maintenance - Vehicles	$ 673,000	$ 700,000	$ 705,000	$ 725,000	$ 750,000	$ 775,000	$ 800,000
5311 & CTE - O	Purchased Transportation Services	$ 3,400,000	$ 3,385,000	$ 3,890,000	$ 4,050,000	$ 4,172,000	$ 4,297,000	$ 4,426,000
A&O	*Subtotal of 5311 & CTE Grant Activities*	*$ 4,811,500*	*$ 4,846,500*	*$ 5,463,800*	*$ 5,691,300*	*$ 5,866,700*	*$ 6,045,100*	*$ 6,227,700*
Total Expenditures		**$ 5,516,605**	**$ 5,481,485**	**$ 6,213,400**	**$ 6,451,000**	**$ 6,641,300**	**$ 6,834,700**	**$ 7,032,600**
Ending General Fund Balance		**$ 2,380,484**	**$ 2,447,504**	**$ 956,198**	**$ 956,798**	**$ 1,054,098**	**$ 1,349,998**	**$ 1,545,998**

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 at 3% annually 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 2027
- service expands to 46 trips in winter and 41 round trips in spring, summer, and fall in 2027
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 2027 Five-Year Financial Plan	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Beginning Fund Balance	**$ 336,762**	**$ 347,807**	**$ 910,342**	**$ 346,039**	**$ 226,039**	**$ 417,039**	**$ 45,039**
Revenues:							
State and Federal Capital Grants	$ 3,943,032	$ 3,030,707	$ 2,371,897	$ 1,508,000	$ 836,000	$ 2,288,000	$ 912,000
CTE Grants for capital	$ 739,000	$ -	$ 734,000				
Sales Tax Revenues	$ 1,250,000	$ 1,250,000	$ 1,750,000	$ 500,000	$ 400,000	$ 200,000	$ 300,000
Capital Fund Revenues	**$ 5,932,032**	**$ 4,280,707**	**$ 4,855,897**	**$ 2,008,000**	**$ 1,236,000**	**$ 2,488,000**	**$ 1,212,000**
Expenditures:							
Bus Purchases - 5339(a) grants	$ 1,776,921	$ 1,748,408	$ 985,000		$ 1,045,000	$ 1,110,000	$ 1,140,000
Bus Purchases - 5339(b) grants	$ 1,776,921	$ 1,778,800	$ 985,000				
Bus Purchases - 5339-CDS grants			$ -	$ 2,028,000			
Bus Purchases (small buses) - CTE grants	$ 1,020,000	$ -	$ 1,153,000				
Bus Purchases (local)	$ 3,500	$ 10,964					
Facility Purchases / Design / Construction	$ 1,500,000	$ 120,000	$ 1,980,000				
Housing / Land Purchase	$ -	$ -	$ -				
Capital Improvements	$ 185,200	$ 60,000	$ 317,200	$ 100,000		$ 1,750,000	
Capital Fund Expenditures	**$ 6,262,542**	**$ 3,718,172**	**$ 5,420,200**	**$ 2,128,000**	**$ 1,045,000**	**$ 2,860,000**	**$ 1,140,000**
Ending Fund Balance	**$ 6,252**	**$ 910,342**	**$ 346,039**	**$ 226,039**	**$ 417,039**	**$ 45,039**	**$ 117,039**

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:

2026 - Purchase of two large buses with Section 5339(a) Grant (awarded)	$ 1,748,408	(Delivered 1/26)		
2026 - Purchase of two large buses with Section 5339(b) Grant (awarded)	$ 1,778,800	(Delivered 3/26)		
2026 - Contruction of Gunnison transit facility at Safeway Lot w/ state grant	$ 120,000	(Grant contract executed)		
2026 - Capital Improvements:				
- Upgrade of Rec Center Bus Stop	$ 22,000	(Local funding)		
- Engineering for bus stop improvements	$ 38,000	(Local funding)	$ 60,000	Total
2027 - Purchase of one large bus with Section 5339(a) Grant (awarded)	$ 985,000	(Grant contract executed)		
2027 - Purchase of one large bus with Section 5339(b) Grant (awarded)	$ 985,000	(Awarded - awaiting grant contract)		
2027 - Purchase three small buses with CTE grant funding	$ 1,153,000	(Grant contract executed)		
2027 - Contruction of Gunnison transit facility at Safeway Lot w/ state grant	$ 1,980,000	(Grant contract executed)		
2027 - Capital Improvements:				
- Upgrade Virginia bus stop	$ 80,000	(Local funding)		
- Construction of additional flag bus stop at POA in CB South	$ 112,000	(Local funding)		
- Upgrade Aprons at Mochas and Spencer bus stops	$ 40,000	(Local funding)		
- Contribution to Brush Creek Bus Stops	$ 85,200	(Local funding)	= $ 317,200	Total
2028 - Purchase of two large buses with Section 5339-CDS Grant (awarded)	$ 2,028,000	(Awarded - awaiting grant contract)		
2028 - Initial planning for Brush Creek Park n Ride	$ 100,000	(Local funding)		
2029 - Purchase one large bus* - dependent upon receiving a grant award of	$ 836,000			
2030 - Purchase one large bus* - dependent upon receiving a grant award of	$ 2,288,000			
2030 - Construction of Brush Creek Park & Ride	$ 1,750,000	(Depending upon receiving a grant of $1.4 M)		
2031 - Purchase one large bus* - dependent upon receiving a grant award of	$ 912,000			

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

GVRTA Air Command Fund DRAFT 2027 Five-Year Financial Plan	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Beginning Fund Balance	**$ 1,991,957**	**$ 1,992,456**	**$ 1,890,600**	**$ 1,626,906**	**$ 1,461,906**	**$ 1,391,906**	**$ 1,316,906**
Revenues:							
Sales Tax Revenues	$ 650,000	$ 550,000	$ 500,000	$ 550,000	$ 550,000	$ 550,000	$ 550,000
SCASD Grant ($600k received by county spread over 2027-28)	$ -	$ -	$ -	$ -			
RTA Air Command Fund Revenues	**$ 650,000**	**$ 550,000**	**$ 500,000**	**$ 550,000**	**$ 550,000**	**$ 550,000**	**$ 550,000**
Expenditures:							
Airline Guarantees - Winter IAH	$ 204,352	$ 204,352	$ 298,219	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Professional Services - Tomcich Travel & RRC	$ 111,000	$ 108,000	$ 115,000	$ 115,000	$ 120,000	$ 125,000	$ 130,000
Airline Mechanic Subsidy	$ 60,000	$ 31,500	$ -	$ -	$ -	$ -	$ -
Airline Guarantees - ORD	$ 308,004	$ 308,004	$ 350,475	$ 350,000	$ 250,000	$ 250,000	$ 250,000
RTA Air Command Fund Expenditures	**$ 683,356**	**$ 651,856**	**$ 763,694**	**$ 715,000**	**$ 620,000**	**$ 625,000**	**$ 630,000**
Ending Fund Balance	**$ 1,958,601**	**$ 1,890,600**	**$ 1,626,906**	**$ 1,461,906**	**$ 1,391,906**	**$ 1,316,906**	**$ 1,236,906**

Notes on the Air Command Fund:

Transfers to the Air Command Fund are set at $550,000 per year starting in 2028
Houston Winter MRG expenditures are set at $250,000 each year
Chicago Winter MRG expenditures are budgeted to hit their caps in 2027 & 2028 and set at $250k thereafter
- This assumes the success of the program and that the MRG can come to the same level as Houston.
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 2027 Five-Year Financial Plan	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Beginning Fund Balance	**$ 386,454**	**$ 367,939**	**$ 342,141**	**$ 332,141**	**$ 133,141**	**$ 146,141**	**$ 21,141**
Revenues:							
Sales Tax Revenues	$ 464,000	$ 500,000	$ 550,000	$ 578,000	$ 607,000	$ 637,000	$ 669,000
Senior Transportation Fund Revenues	**$ 464,000**	**$ 500,000**	**$ 550,000**	**$ 578,000**	**$ 607,000**	**$ 637,000**	**$ 669,000**
Expenditures:							
Capital Expenses	$ -	$ 13,798	$ -	$ 200,000		$ 150,000	
Contracted Services	$ 460,000	$ 512,000	$ 560,000	$ 577,000	$ 594,000	$ 612,000	$ 630,000
Senior Transportation Fund Expenditures	**$ 460,000**	**$ 525,798**	**$ 560,000**	**$ 777,000**	**$ 594,000**	**$ 762,000**	**$ 630,000**
Ending Fund Balance	**$ 390,454**	**$ 342,141**	**$ 332,141**	**$ 133,141**	**$ 146,141**	**$ 21,141**	**$ 60,141**

Notes on the Senior Transportation Fund:

Transfers to the Senior Transportation Fund are set at $550,000 in 2027 and increase by 5% per year
Contracted expenses increase by 3% per year
Capital expense includes Gunnison bus/van purchases in 2028 & 2030

RTA Total Revenues and Expenditures DRAFT 2027 Five-Year Financial Plan	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
Beginning Fund Balance	**$ 5,755,662**	**$ 5,940,166**	**$ 5,617,221**	**$ 3,261,284**	**$ 2,777,884**	**$ 3,009,184**	**$ 2,733,084**
Revenues:	$ 11,902,632	$ 10,027,732	$ 10,601,357	$ 9,587,600	$ 9,131,600	$ 10,805,600	$ 9,659,600
Expenditures:	$ 12,922,503	$ 10,377,311	$ 12,957,294	$ 10,071,000	$ 8,900,300	$ 11,081,700	$ 9,432,600
Ending Fund Balance	**$ 4,735,791**	**$ 5,590,587**	**$ 3,261,284**	**$ 2,777,884**	**$ 3,009,184**	**$ 2,733,084**	**$ 2,960,084**

RTA Summary of all Funds DRAFT 2027 Five-Year Financial Plan Fund Balances - Year End	2026 Budget	2026 Projected	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned
General Fund Balance	$ 2,380,484	$ 2,447,504	$ 956,198	$ 956,798	$ 1,054,098	$ 1,349,998	$ 1,545,998
Capital Reserve Fund Balance	$ 6,252	$ 910,342	$ 346,039	$ 226,039	$ 417,039	$ 45,039	$ 117,039
Air Command Fund Balance	$ 1,958,601	$ 1,890,600	$ 1,626,906	$ 1,461,906	$ 1,391,906	$ 1,316,906	$ 1,236,906
Senior Transportation Fund Balance	$ 390,454	$ 342,141	$ 332,141	$ 133,141	$ 146,141	$ 21,141	$ 60,141
Total Fund Balance	**$ 4,735,791**	**$ 5,590,587**	**$ 3,261,284**	**$ 2,777,884**	**$ 3,009,184**	**$ 2,733,084**	**$ 2,960,084**

Notes on fund balances:

The Senior Transportation Fund must be kept whole

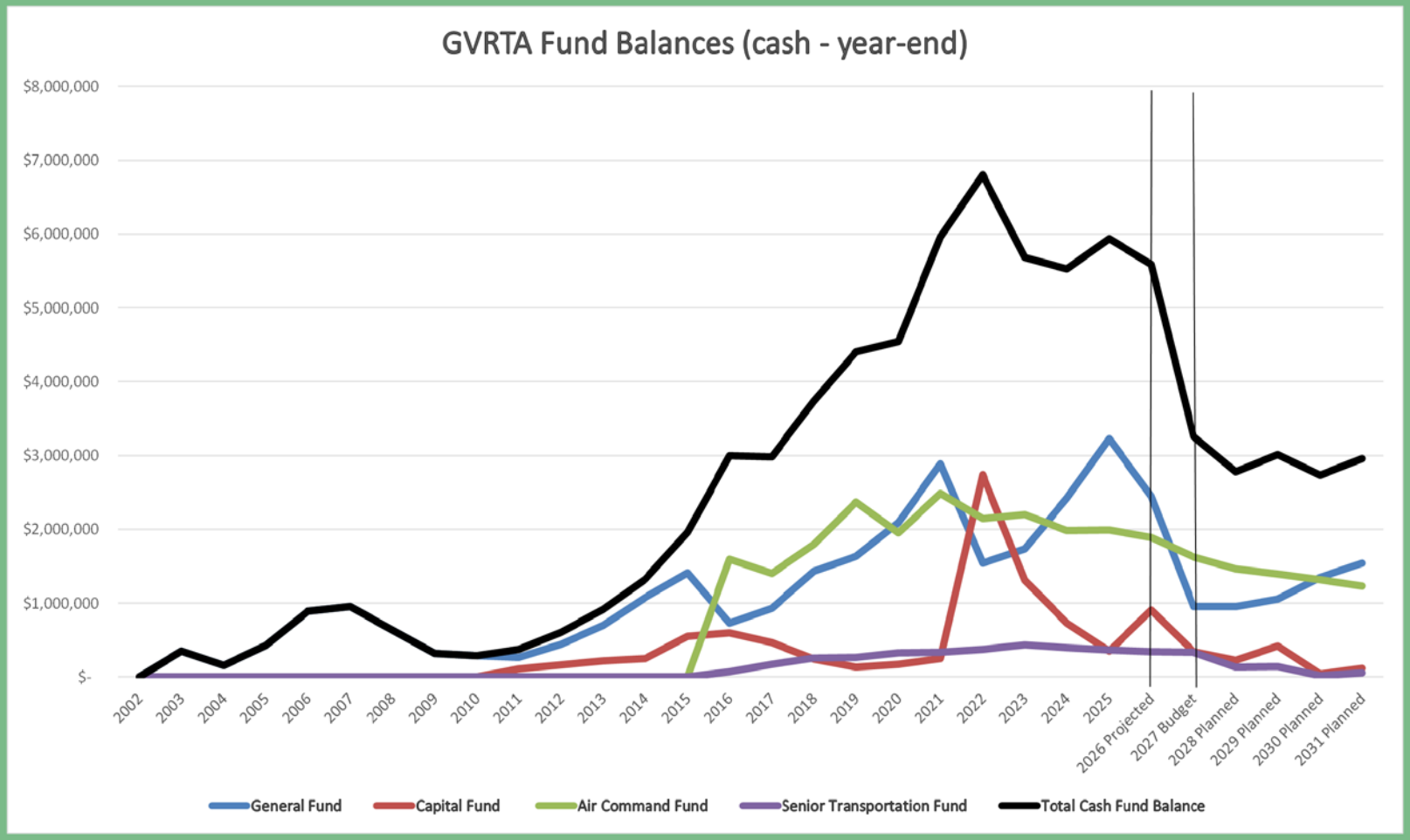
- Additional funds may be allocated to the Senior Transportation Fund, but transfers out of the Senior Transportation Fund are not allowed per the ballot language

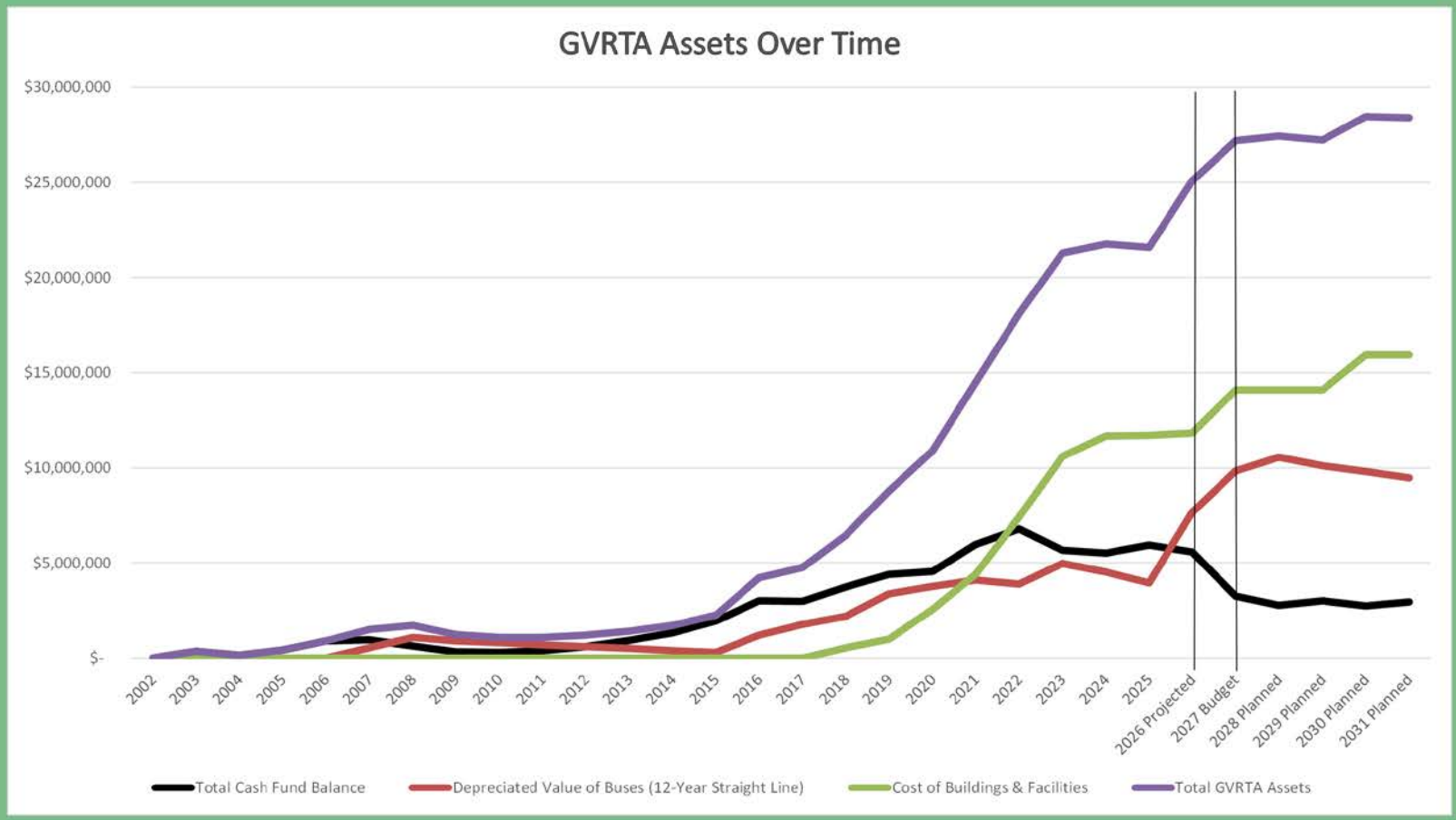
The Board of Directors may transfer funds between the other funds

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 unrestricted funds

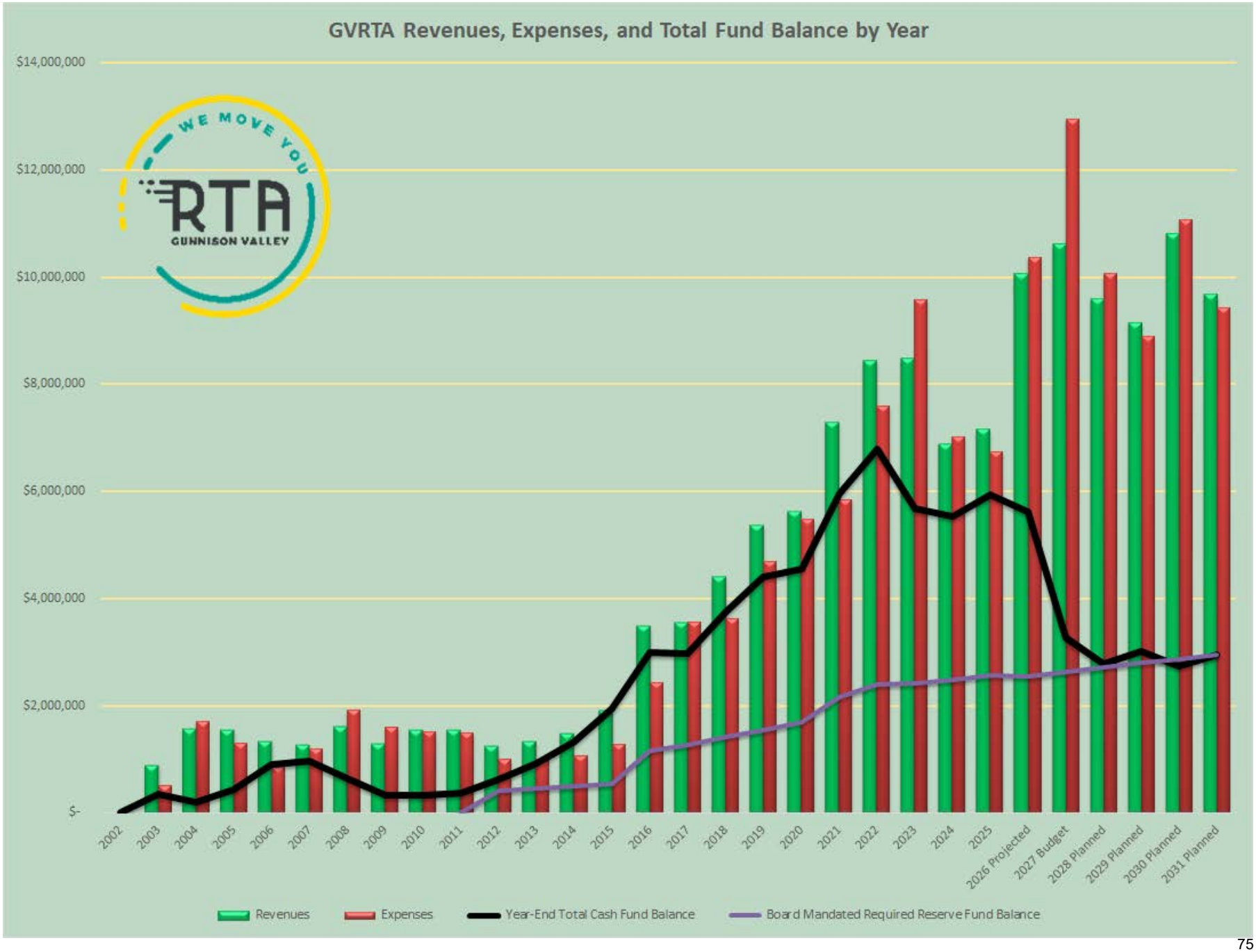
Projected sales tax revenue in 2027 requires that we maintain a total unrestricted fund balance of: $ 2,592,400

Total GVRTA fund balances at end of 2027 are budgeted to be: $ 3,261,284


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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2019
2020
2021
2022
2023
2024
2025
2026 Projected
2027 Budget
2028 Planned
2029 Planned
2030 Planned
2031 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
$-
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026 Projected
2027 Budget
2028 Planned
2029 Planned
2030 Planned
2031 Planned
Revenues
Expenses
Year-End Total Cash Fund Balance
Board Mandated Required Reserve Fund Balance

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
Rec Center Bus Stop Upgrades	2026	$ 22,000	$ 10,903,107
Gunnison Transit Center	2027	$ 2,912,298	$ 13,815,405
City Bus Stop Upgrades	2027	$ 120,000	$ 13,935,405
CB South POA Bus Stop	2027	$ 150,000	$ 14,085,405
Brush Creek Park and Ride	2030	$ 1,850,000	$ 15,935,405

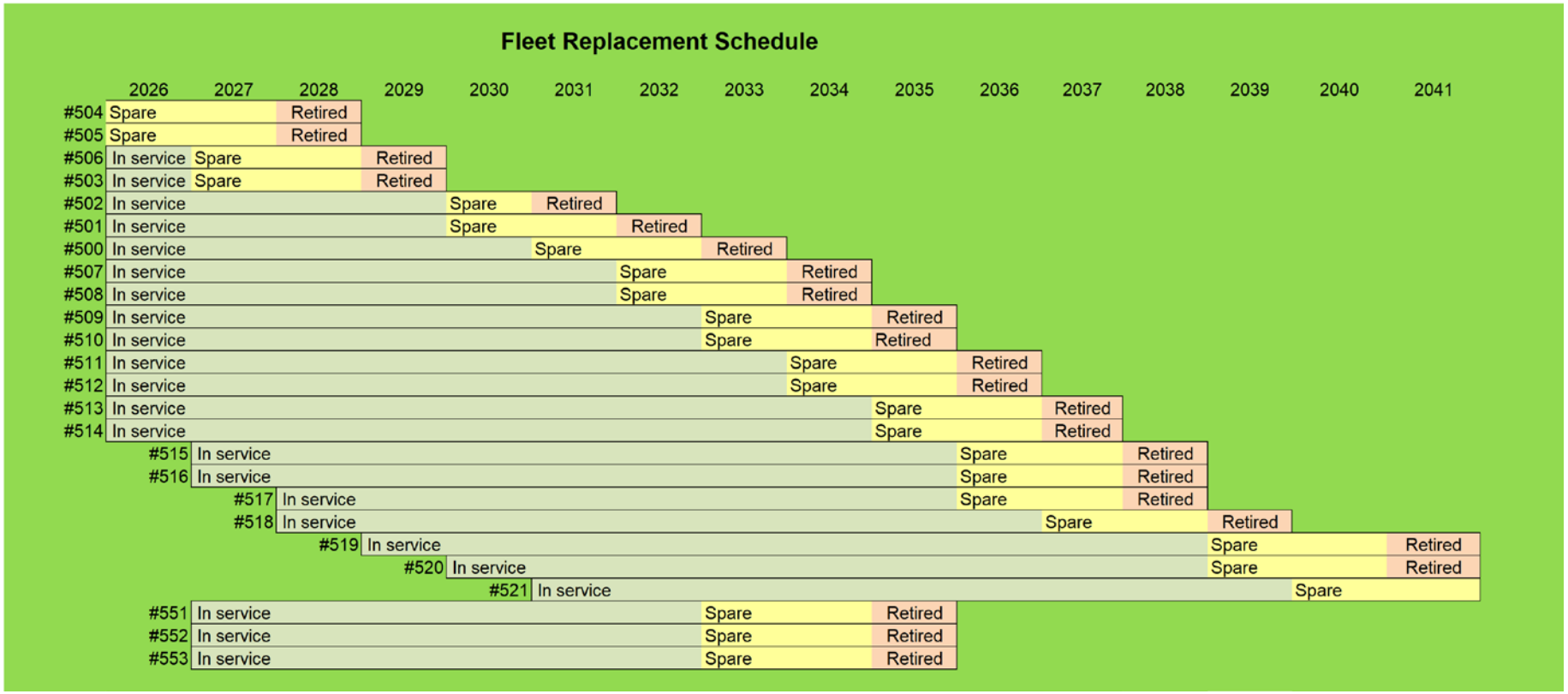
GVRTA Fleet Replacement Schedule

Larger MCI Commuter Coach Fleet (57-61 Passengers)

Bus Number	Fuel	Year Purchased	Funding Source	Expansion/ Replacement	Current Mileage 3/1/2026	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Current fleet									
504	Deisel	2017	5311	Expansion	771,265	2026	730,000	2028	800,000
505	Deisel	2017	Local	Expansion	741,113	2026	690,000	2028	770,000
506	CNG	2017	Local/DOLA	Expansion	593,962	2027	620,000	2029	640,000
503	CNG	2018	5339	Replace BB	577,702	2027	600,000	2029	672,000
502	CNG	2019	State	Replace BB	575,240	2030	662,000	2031	692,000
501	CNG	2019	5339	Replace BB	550,000	2030	632,000	2032	672,000
500	CNG	2020	5339/VW	Replace BB	451,874	2031	602,000	2033	642,000
507	CNG	2021	State	Expansion	391,814	2032	624,000	2034	654,000
508	CNG	2023	5339 Disc	Expansion	297,756	2032	622,000	2034	652,000
509	CNG	2023	5339 Disc	Expansion	280,620	2033	634,000	2035	664,000
510	Deisel	2025	Local	Expansion	73,452	2033	680,000	2035	710,000
511	Deisel	2026	5339	Replace 504	66,322	2034	680,000	2036	710,000
512	Deisel	2026	5339	Replace 505	73,505	2034	680,000	2036	710,000
513	Deisel	2026	5339	Expansion	43,425	2035	680,000	2037	710,000
514	Deisel	2026	5339	Expansion	42,810	2035	680,000	2037	710,000
Future projected purchases									
515	Deisel	2027	5339	Replace 506	-	2036	680,000	2038	710,000
516	Deisel	2027	5339	Replace 503	-	2036	680,000	2038	710,000
517	Deisel	2028	5339 Disc	Expansion	-	2037	680,000	2039	710,000
518	Deisel	2028	5339 Disc	Expansion	-	2037	680,000	2039	710,000
519	TBD	2029	TBD	Replace 501	-	2038	680,000	2040	710,000
520	TBD	2030	TBD	Replace 502	-	2039	680,000	2041	710,000
521	TBD	2031	TBD	Replace 500	-	2040	680,000	2042	710,000
522	TBD	2032	TBD	Replace 507	-	2041	680,000	2043	710,000
523	TBD	2033	TBD	Expansion	-	2042	680,000	2044	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	2027	CTE	-	2033	300,000	2035	330,000
552	Deisel	2027	CTE	-	2033	300,000	2035	330,000
553	Deisel	2027	CTE	-	2033	300,000	2035	330,000


Fleet Replacement Schedule
2026
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2036
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2039
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2041
#504 Spare Retired
#505 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
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Proposed 2027 GVRTA Board of Directors Meeting Dates:

Meeting Dates - Gunnison Valley RTA Board of Directors		
January 15, 2027	8:00 AM	Mt. Crested Butte Town Offices - Council Room
February 26, 2027	8:00 AM	Gunnison County Courthouse - Commisioners' Room
March 26, 2027	8:00 AM	Crested Butte Town Offices - Council Room
May 21, 2027	8:00 AM	Gunnison County Courthouse - Commisioners' Room
June 25, 2027	8:00 AM	Mt. Crested Butte Town Offices - Council Room
August 13, 2027	8:00 AM	Gunnison County Courthouse - Commisioners' Room
September 17, 2027	8:00 AM	Crested Butte Town Offices - Council Room
October 29, 2027	8:00 AM	Gunnison County Courthouse - Commisioners' Room
December 10, 2027	8:00 AM	Mt. Crested Butte Town Offices - Council Room

Contingency In-House Service Plan

Outline to follow to bring commuter bus service in-house quickly.

A. Update and purchase new insurance:

Fleet: Add the fleet to our existing CIRSA policy – Needs to happen prior to buses going on the route with new employees – should be able to happen fairly quickly.

Employees: Need Worker's Comp, Employee liability, Unemployment Insurance, etc. – This should happen as soon as we start hiring employees.

Resources: CIRSA, Mt. Express

B. Maintain FTA Compliance:

Hire a drug testing contractor and lab: Needed to maintain compliance.

Resources: Mt. Express, RFTA

C. Fleet Management Software transfer:

Purchase software and create account: Most likely we would purchase Samsara since Destination Systems uses them and then transfer their data to our new account.

Resources: Mt. Express, SMART, RFTA

D. Hire a remote Human Resources Contracting Company:

Resources: City of Gunnison, other entities with remote HR contractors

E. Follow these steps and requirements to be able hire personnel in Colorado:

1. Federal and State Registrations

- We can use our existing FEIN.
- **Register for State Taxes:** Set up state income tax withholding with the Colorado Department of Revenue.
- **Register for Unemployment Insurance:** Create an employer account with the Colorado Department of Labor and Employment (CDLE) within 20 days of first hire.

Resources: HR Contractor, Gunnison County

2. **Mandatory Insurance**

   - **Workers' Compensation:** Purchase a workers' compensation insurance policy, a requirement in Colorado for almost all businesses with employees.
   - **FAMLI Program:** Register for the Family and Medical Leave Insurance (FAMLI) program to handle state-mandated paid family leave deductions and premiums.

     Resources: HR Contractor, Gunnison County

3. **New Hire Documentation and Reporting**

   - **Form I-9:** Complete federal employment eligibility verification.
   - **Tax Forms:** Collect a federal W-4 and the Colorado state withholding forms.
   - **New Hire Reporting:** Submit new employee's details to the Colorado New Hire Reporting System within 20 calendar days of hire date.

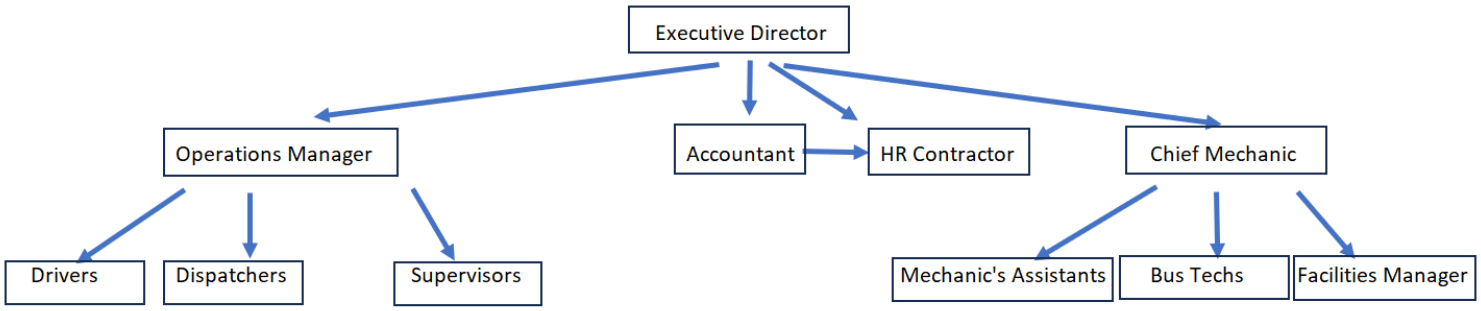
     Resources: HR Contractor, Gunnison County

4. **Labor Law Compliance**

   - **Minimum Wage:** Pay at least the state minimum wage of $15.16 per hour
   - **Required Notices:** Provide mandatory state notices during onboarding, including the Colorado Overtime and Paid Sick Leave rules.

     Resources: HR Contractor, Gunnison County

F. Formalize Job Descriptions for the positions listed below:



- Executive Director
- Operations Manager
- Accountant (CPA)
- Chief Mechanic
- Drivers

- Dispatch/Reception/Data entry
- Supervisors
- Mechanic's Assistants
- Bus Technicians
- Facilities Manager - maintenance of buildings

Resources: HR Contractor, Mt. Express, RFTA, Gunnison County, Municipalities

G. Create Employee Handbook:

Resources: HR Contractor, Mt. Express, RFTA, Gunnison County, Municipalities

H. Develop a proposed Budget including proposed wages

Resources: HR Contractor, Mt. Express, RFTA, Gunnison County, Municipalities

I. Get formal approval from the Board of Directors

1. Notice and call a special meeting of the Board of Directors.
2. Consider motions ***to authorize expenditures, approve wages, adopt position descriptions, and adopt the Employee Handbook.***

J. Hiring of Employees:

Resources: HR Contractor, Gunnison County

K. Employee Training:

Resources: HR Contractor, Mt. Express, Gunnison County

MEMO

November 6, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: RFTA integration with other transit agencies

Board Members,

Last month, Leia and I met with Jason White and David Johnson from RFTA to discuss how they integrate their system with the other agencies in their valley.

For your information, RFTA and four other public agencies operate in the Roaring Fork Valley. RFTA is by far the largest transit agency and operates as an RTA connecting communities from Aspen to Rifle. The RTA serves the member communities of Aspen, Snowmass Village, Pitkin County, Basalt, Eagle County, Carbondale, Glenwood Springs, and New Castle.

The other transit agencies in the area include the City of Aspen, Glenwood Springs Transit, Snowmass Village Shuttle, and Bustang. RFTA has a unique working relationship with each of these individual agencies. Here is a brief synopsis of how the work together.

- **City of Aspen:**
  RFTA and the City of Aspen appear to have a similar contracted relationship to the one that we have with Destination Systems to operate our system. Aspen contracts with RFTA to run the free bus system within the city limits. Aspen purchases their own buses and RFTA operates and maintains them under the contract. They own approximately 16 vehicles. RFTA also operates additional RFTA owned buses within the city. The two agencies coordinate their schedules to provide the best service that they can and schedules can be so integrated that the public may not realize which bus they are on.

- **Glenwood Springs Transit:**
  The City of Glenwood Springs also contracts with RFTA to operate their system and uses RFTA owned vehicles to run on their routes. This system takes 2-4 buses to run and they coordinate schedules and share bus stops to connect with other RFTA operated routes.

- **Snowmass Village Shuttle:**
  Snowmass Village runs an entirely independent system that connects with RFTA at their Brush Creek Park n Ride. Snowmass has their own fleet and maintenance facility. RFTA and Snowmass coordinate schedules and share bus stops. There are seasonal fluctuations in who runs routes and there are some overlapping services which are provided by both entities. There are no discussions currently regarding joining the two agencies.

- **Bustang:**
  RFTA meets the Bustang service at the West Glenwood Springs Park n Ride.

MEMO

November 6, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: CORE integration with other transit agencies

Board Members,

Leia and I met with Tanya Allen from CORE last week. CORE is the RTA formed in Eagle County which replaced the regional transit entity ECO Transit about two years ago. CORE and four other public agencies operate in the Vail Valley. CORE operates throughout the region and serves the Towns of Vail, Eagle, Minturn, Red Cliff, and Dotsero, as well as Edwards, Eagle-Vail in Eagle County and the Beaver Creek Metro District.

The other transit agencies in the area include the City of Vail, Avon Transit, Beaver Creek Village Connect, and Bustang/Pegasus. Here is how CORE integrates with each of these entities.

- **City of Vail:**
  The City of Vail runs a system that has a similar budget to the CORE RTA's budget. CORE starts and ends all of their routes at the Vail Transit Center (VTC) and has a customer service booth at the VTC. Historically, the two agencies have not coordinated their schedules. They are working towards having more integration between the two agencies in planning/design, and parking reduction. They now share a Board Member and CORE will be contributing to the expansion of the VTC. They also recently started sharing a couple of bus stops. The VTC serves Vail Transit, CORE, Bustang/Pegasus, Greyhound, and lots of hotel shuttles.

- **Avon Transit:**
  Avon Transit is a much smaller agency that serves the local community of Avon. It has only a handful of vehicles and runs a fairly low-tech operation. CORE and Avon Transit share a facility and bus stops. The transit center in Avon services Avon Transit, CORE and Bustang/Pegasus. The two entities work together along with Beaver Creek to provide a joint summer route between Avon and Beaver Creek.

- **Beaver Creek Village Connect:**
  This service is run more like a private operator and does not apply for grant funds. They run a limited fixed route service and the bulk of their service is a demand response service similar to First Tracks in Mt. Crested Butte. CORE shares two bus stops with the Beaver Creek Village Connect at the Beaver Creek parking lot and at the top of the hill.

- **Bustang / Pegasus:**
  CORE meets the Bustang/Pegasus services in Vail, Avon, and Eagle.