



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

**April 3, 2026, at 8:00 a.m.**

**In the Board of County Commissioners Room  
located in the Gunnison County Courthouse,  
200 East Virginia Avenue in Gunnison.**

This meeting will be followed by a retreat of the RTA Board of Directors to discuss broad issues affecting the RTA.

For copies of the agenda and minutes of previous meetings, please go to [www.gunnisonvalleyrta.com/meetings](http://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.



**AGENDA – APRIL 3, 2026**  
**GUNNISON VALLEY TRANSPORTATION AUTHORITY**  
**GUNNISON COUNTY COURTHOUSE**  
**COUNTY COMMISSIONERS’ ROOM – 8:00 A.M.**

8:00 A. INTRODUCTION

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

- B. ADOPTION OF THE AGENDA
- C. APPROVAL OF FEBRUARY 20, 2026 MEETING MINUTES
- D. FINANCIAL REPORT
- E. CORRESPONDENCE - None
- F. OLD BUSINESS
  - 1) Air program reports
  - 2) Bus program reports

**REGULAR AGENDA**

8:05 F. OLD BUSINESS - continued

- 3) Airport update – Rick Lamport
- 4) Tourism and Prosperity Partnership report – Andrew Sandstrom
- 5) Air service update – Bill Tomcich
- 6) Executive Director’s report – Scott Truex

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) Appoint Transit Center design committee with the authority to give direction and feedback to the architectural team regarding the design of the facility – Scott Truex – **motion and decision requested**
- 2) Request for approval of bus window art – Six Points – Anita Halpern & Scott Truex – **motion and decision requested**

- 1) Draft letter from the three municipalities and the county to the Colorado federal delegation supporting continued FTA funding of Section 5339 Bus and Bus Facility grants – review and discussion – Ian Billick and Scott Truex
- 2) Authorization of Board Chair to sign a letter to the Colorado Joint Budget Committee supporting continued MMOF funding. Scott Truex – **motion and decision requested**

9:15 J. ADJOURNMENT OF REGULAR MEETING

**This meeting will be followed by a Retreat of the GVRTA Board of Directors in the Gunnison County Courthouse located at 200 E. Virginia Avenue in Gunnison.**

All times are approximate – the meeting may move more quickly or more slowly than indicated.  
Next meeting – May 22<sup>nd</sup> at 8:00 a.m. in the Crested Butte Town Offices.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

February 20, 2026

Mt. Crested Butte Town Council Meeting Room

A. INTRODUCTION

Nicholas Kempin called the meeting to order at 8:05 am

Board members in attendance: Matt Schwartz (ZOOM), Liz Smith (ZOOM), Laura Puckett Daniels (ZOOM), Ian Billick (ZOOM), Diego Plata (ZOOM), Gabi Prochaska, Nicholas Kempin

Scott Truex, Leia Morrison, Mike Patterson, Bill Tomcich (ZOOM), Dean Herrera, Kathy Fogo (ZOOM), and community members are also present.

**CONSENT AGENDA**

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE DECEMBER 12, 2025 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

3) Destination Systems driver compensation overview

Liz Smith ***moved to approve the consent agenda.*** Gabi Prochaska seconded the motion. The motion passed unanimously. **Zoom Time Stamp 8:06 am**

**REGULAR AGENDA**

I. NEW BUSINESS

1) Election of officers of the GVRTA for 2026 **Zoom Time Stamp 8:07 am**

Laura Puckett Daniels ***moved to appoint Matt Schwartz as Chair, Laura Puckett Daniels as Treasurer, Liz Smith as Vice Chair, and Diego Plata as Secretary.*** Gabi Prochaska seconded the motion. The motion passed unanimously. **Zoom Time Stamp 8:09 am**

F. OLD BUSINESS (CONTINUED)

4) Airport Update **8:21 am**

Rick Lamport gave his report after he arrived later in the meeting.

5) Tourism and Prosperity Partnership (TAPP) report **8:10 am**

Scott Truex shared the Tourism and Prosperity Partnership Report.

6) Air Service Update **8:11 am**

Bill Tomcich gave the air service update.

7) Executive Director's Report **8:18 am**

Scott Truex gave the Executive Director's report.

- 8) Update on contract with CDOT for second daily Bustang Outrider service between Crested Butte and Denver 8:25 am

Scott Truex updated the board on Bustang Outrider service.

Public Comment 8:27 am

There was no public comment.

Comments from Board & Staff 8:28 am

Liz Smith shared a constituent question about possible resource areas in coordination with bus shelters. Leia Morrison shared requests from the public regarding the coordination of Bustang to Monarch Ski Resort. Laura Puckett Daniels inquired about bus performance.

#### I. NEW BUSINESS (CONTINUED)

- 2) Recommendation from the Selection Committee regarding hiring and the Architectural and Engineering team to design and manage the construction of the Facility at 301 W. Tomichi Avenue, 8:38 am

- 3) Authorization of Board Chair to sign a contract for design and management of the construction of the facility at 301 W. Tomichi Avenue in Gunnison 8:40 am

Diego Plata ***moved to Authorize the Board Chair to sign a contract for architectural engineering and project management services for the facility at 301 W. Tomichi Avenue in Gunnison with Blithe Group for an amount not to exceed \$201,750 plus travel expenses after receiving purchase authorization from CDOT and after approval of the contract by our attorney.*** Gabi Prochaska seconded. The motion passed unanimously.

- 4) Authorization of Board Chair to sign emergency transportation services IGA with Gunnison County 8:42 am

Liz Smith ***moved to authorize the Board Chair to sign the emergency transportation services IGA with Gunnison County.*** Diego Plata seconded the motion. The motion passed unanimously.

- 5) Authorization of Board Chair to sign agreement with Destination Systems regarding emergency transportation services IGA with Gunnison County 8:44 am

Gabi Prochaska ***moved to authorize the board chair to sign the agreement with Destination Systems as presented.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

- 6) Approval of the 2026 spring/summer/fall bus schedules 8:45 am

Nicholas Kempin ***moved to approve the 2026 spring/summer/fall bus schedule as presented.*** Gabi Prochaska seconded the motion. The motion passed unanimously.

- 7) Discussion and possible approval for withdrawal of Section 5339(a) grant application for a replacement bus 8:49 am

Liz Smith ***moved to withdraw our 2025 application for a replacement bus in CDOT's Consolidated Call for Capital Projects and resubmit in the next cycle.*** Gabi Prochaska seconded the motion. The motion passed unanimously.

8) Discussion regarding agenda items for April 3rd GVRTA Board Retreat 9:00 am

The meeting adjourned at 9:29 am

**These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on April 3, 2026.**

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Diego Plata, Secretary



## February, 2026 - Financial Report:


This report was prepared for the GVRTA Board of Directors on March 24, 2026 with information provided by the County Finance Department and shows posted revenues through January, 2026 and expenditures through February, 2026.

### Sales Tax Revenues:




<b>Gunnison Valley Transportation Authority</b> <b>Sales Tax Revenues</b>									
Month	2023	2024	2025	Budget 2026	Actual 2026	% vs Budget	% Change 25-26	Projected 2026	
Jan	\$ 471,041	\$ 471,261	\$ 458,136	\$ 472,000	\$ 445,064.58	-5.7%	-2.9%	\$ 445,065	
Feb	\$ 484,914	\$ 503,629	\$ 524,134	\$ 540,000				\$ 540,000	
Mar	\$ 537,816	\$ 518,936	\$ 542,008	\$ 558,000				\$ 558,000	
April	\$ 296,774	\$ 300,108	\$ 346,929	\$ 357,000				\$ 357,000	
May	\$ 371,561	\$ 389,756	\$ 417,393	\$ 430,000				\$ 430,000	
June	\$ 544,420	\$ 583,054	\$ 607,788	\$ 626,000				\$ 626,000	
July	\$ 753,805	\$ 708,783	\$ 801,953	\$ 826,000				\$ 826,000	
Aug	\$ 631,167	\$ 667,642	\$ 666,978	\$ 687,000				\$ 687,000	
Sept	\$ 598,134	\$ 602,517	\$ 611,928	\$ 634,000				\$ 634,000	
Oct	\$ 447,192	\$ 525,608	\$ 465,656	\$ 475,000				\$ 475,000	
Nov	\$ 387,207	\$ 374,552	\$ 379,600	\$ 411,000				\$ 411,000	
Dec	\$ 528,949	\$ 567,885	\$ 582,643	\$ 561,000				\$ 561,000	
<b>Year-to-date</b>	<b>\$ 471,041</b>	<b>\$ 471,261</b>	<b>\$ 458,136</b>	<b>\$ 472,000</b>	<b>\$ 445,064.58</b>	<b>-5.7%</b>	<b>-2.9%</b>		
<b>Full Year</b>	<b>\$ 6,052,980</b>	<b>\$ 6,213,731</b>	<b>\$ 6,405,146</b>	<b>\$ 6,577,000</b>		<b>-0.4%</b>	<b>2.3%</b>	<b>\$ 6,550,065</b>	

<b>Gunnison Valley Transportation Authority</b> <b>Financial Report - February, 2026</b>				
	YTD Actual	2026 Budget	Revisions	2026 Projected
<b>Distribution of Sales Tax Revenues among GVRTA funds</b>	\$ 445,064.58	\$ 6,577,000	\$ (26,935)	\$ 6,550,065
<b>Sales Tax to General Fund</b>	\$ 445,064.58	\$ 4,213,000	\$ (76,935)	\$ 4,136,065
<b>Sales Tax to Capital Fund</b>	\$ -	\$ 1,250,000	\$ 50,000	\$ 1,300,000
<b>Sales Tax to Air Command Fund</b>	\$ -	\$ 650,000	\$ -	\$ 650,000
<b>Sales Tax to Senior Transportation Fund</b>	\$ -	\$ 464,000	\$ -	\$ 464,000
	<b>\$ 445,064.58</b>	<b>\$ 6,577,000</b>	<b>\$ (26,935)</b>	<b>\$ 6,550,065</b>

GVRTA Fund Reports:

<b>GVRTA General Fund</b>					
 <b>Financial Report - February, 2026</b>		<b>YTD</b>	<b>2026</b>		<b>2026</b>
		<b>Actual</b>	<b>Budget</b>	<b>Revisions</b>	<b>Projected</b>
<b>Beginning Fund Balance</b>		\$ 3,231,958	\$ 3,040,489	\$ 191,469	\$ 3,231,958
<b>Revenues</b>					
<b>Sales Tax Revenues</b>		\$ 445,064.58	\$ 4,213,000	\$ (76,935)	\$ 4,136,065
<b>Sales Tax - Clerk</b>		\$ 3,584.64	\$ 40,000	\$ 85	\$ 40,085
<b>Interest Charges</b>			\$ 1,000	\$ -	\$ 1,000
<b>Other Fines</b>			\$ 1,000	\$ -	\$ 1,000
<b>Insurance - coverage for damage to Unit B Chipeta</b>		\$ 26,634.34	\$ -	\$ 26,634	\$ 26,634
<b>Rental Income - West Evans Maintenance Facility</b>		\$ 2,200.00	\$ 26,400	\$ -	\$ 26,400
<b>Rental Income - Solstice and Lazy K Housing Units</b>		\$ 8,100.00	\$ 97,200	\$ -	\$ 97,200
<b>Earnings on Investments</b>		\$ 6,259.96	\$ 100,000	\$ 6,260	\$ 106,260
CTE A&O <b>Clean Transit Enterprise Service Expansion Op. Grant</b>			\$ -		
5311 A & O <b>FTA 5311 Admin. &amp; Operating Grants</b>			\$ 378,000	\$ 19	\$ 378,019
<b>Total Revenues</b>		\$ 491,843.52	\$ 4,856,600	\$ (43,937)	\$ 4,812,663
<b>Expenditures:</b>					
<b>Postage</b>			\$ 100	\$ -	\$ 100
<b>Supplies &amp; Equipment Under \$4,000</b>		\$ 112.38	\$ 4,000	\$ -	\$ 4,000
<b>Building Repair and Maintenance</b>		\$ 30,748.96	\$ 40,000	\$ 26,634	\$ 66,634
<b>Travel - Transportation</b>		\$ 115.15	\$ 6,000	\$ -	\$ 6,000
<b>Travel - Meals</b>		\$ 36.00	\$ 5,000	\$ -	\$ 5,000
<b>Travel - Lodging</b>		\$ 241.26	\$ 5,000	\$ -	\$ 5,000
<b>Legal Services</b>		\$ 1,636.60	\$ 10,000	\$ 12,000	\$ 22,000
<b>Contracted Temp. Help - GTFS &amp; RAE</b>		\$ 870.00	\$ 58,000	\$ -	\$ 58,000
<b>Contract SVCS - Social Firekeeper, Swiftly, Bus Stops</b>		\$ 11,550.00	\$ 85,000	\$ -	\$ 85,000
<b>Management Services - TMS</b>		\$ 26,874.99	\$ 107,500	\$ -	\$ 107,500
<b>Meetings - Registrations</b>			\$ 2,000	\$ -	\$ 2,000
<b>State Fees</b>			\$ 30,000	\$ -	\$ 30,000
<b>County Treasurer's Fees</b>		\$ 4,087.46	\$ 77,000	\$ -	\$ 77,000
<b>Late Night Taxi &amp; Bustang Services</b>			\$ 173,000	\$ -	\$ 173,000
<b>Advertising, Notices, Public Outreach &amp; Website</b>		\$ 182.70	\$ 15,000	\$ -	\$ 15,000
<b>Dues &amp; Memberships - CASTA and POA Memberships</b>		\$ 19,766.84	\$ 33,000	\$ -	\$ 33,000
<b>Auditing</b>			\$ 13,905	\$ -	\$ 13,905
<b>Insurance &amp; Bonds</b>		\$ 22,223.46	\$ 25,000	\$ -	\$ 25,000
<b>Utilities</b>		\$ 29.08	\$ 1,000	\$ -	\$ 1,000
<b>Investment Commissions/Fees</b>			\$ 100	\$ -	\$ 100
<b>Transfer to County General Fund - Finance Dept.</b>		\$ 2,416.66	\$ 14,500	\$ -	\$ 14,500
5311 - A <b>Management Services - TMS</b>		\$ 26,874.99	\$ 107,500	\$ -	\$ 107,500
5311 - A <b>Bus Operations Manager - Ecovatus</b>		\$ 20,250.00	\$ 81,000	\$ -	\$ 81,000
5311 - O <b>Diesel Fuel</b>		\$ 42,822.06	\$ 250,000	\$ -	\$ 250,000
5311 - O <b>CNG Fuel</b>		\$ 49,054.51	\$ 300,000	\$ -	\$ 300,000
5311 - O <b>Repair &amp; Maintenance - Vehicles</b>		\$ 49,706.04	\$ 673,000	\$ -	\$ 673,000
5311 - O <b>Purchased Transportation Services</b>		\$ 600,662.82	\$ 3,400,000	\$ 10,000	\$ 3,410,000
<b>Total Expenditures</b>		\$ 910,261.96	\$ 5,516,605	\$ 48,634	\$ 5,565,239
<b>Ending General Fund Balance</b>		\$ 2,813,540	\$ 2,380,484	\$ 98,898	\$ 2,479,382
Report shows posted revenues through January and expenditures through February.					
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.					

GVRTA Fund Reports:

 <b>GVRTA Capital Reserve Fund</b> Financial Report - February, 2026		YTD Actual	2026 Budget	Revisions	2026 Projected
<b>Beginning Fund Balance</b>		\$ 336,843	\$ 336,762	\$ 81	\$ 336,843
<b>Revenues:</b>					
5339 - c	<b>Federal Section 5339(a) CCCP G-1046</b>	\$ -	\$ 1,426,924	\$ (10,378)	\$ 1,416,546
	<b>Federal Section 5339(b) Disc. G-1047</b>		\$ 1,516,108	\$ (4,127)	\$ 1,511,981
	<b>State SB267 Grant for Facility G-3591</b>	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
	<b>CTE Grants for expansion of service G-1045</b>		\$ 739,000	\$ (5,000)	\$ 734,000
	<b>Sales Tax Revenues</b>	\$ -	\$ 1,250,000	\$ 50,000	\$ 1,300,000
<b>Total Revenues</b>		\$ -	\$ 5,932,032	\$ 30,495	\$ 5,962,527
<b>Expenditures:</b>					
5339 - c	<b>Bus Purchases - G1046</b>		\$ 1,776,921	\$ (6,238)	\$ 1,770,683
5339 - c	<b>Bus Purchases - G-1047</b>	\$ 1,778,800.42	\$ 1,776,921	\$ 1,879	\$ 1,778,800
CTE - c	<b>Expansion Grant (purchase of three small buses) G-1045</b>		\$ 1,020,000	\$ 15,000	\$ 1,035,000
	<b>Bus Purchase (Local)</b>		\$ 3,500	\$ -	\$ 3,500
SB 267	<b>Facility Design &amp; Construction</b>		\$ 1,500,000	\$ -	\$ 1,500,000
	<b>Housing/Land Purchases</b>		\$ -	\$ -	\$ -
	<b>Capital Improvements</b>		\$ 185,200	\$ -	\$ 185,200
<b>Total Expenditures</b>		\$ 1,778,800.42	\$ 6,262,542	\$ 10,641	\$ 6,273,183
<b>Ending Fund Balance</b>		\$ (1,441,957)	\$ 6,252	\$ 19,935	\$ 26,187
Report shows posted revenues through January and expenditures through February.					
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.					
 <b>GVRTA Air Command Fund</b> Financial Report - February, 2026		YTD Actual	2026 Budget	Revisions	2026 Projected
<b>Beginning Fund Balance</b>		\$ 1,992,456	\$ 1,991,957	\$ 499	\$ 1,992,456
<b>Revenues:</b>					
	<b>Sales Tax Revenues</b>	\$ -	\$ 650,000	\$ -	\$ 650,000
	<b>SCASD Grant (300k budgeted to county)</b>		\$ -	\$ -	\$ -
<b>Total Revenues</b>		\$ -	\$ 650,000	\$ -	\$ 650,000
<b>Expenditures:</b>					
	<b>Airline Guarantees - Houston</b>		\$ 204,352	\$ -	\$ 204,352
	<b>Professional Services - Tomcich Travel</b>	\$ 26,400.00	\$ 111,000	\$ -	\$ 111,000
	<b>Gunnison County - Airport Airline Mechanic Subsidy</b>		\$ 60,000	\$ -	\$ 60,000
	<b>Airline Guarantees - ORD</b> (possible 50% paid by county grant)		\$ 308,004	\$ -	\$ 308,004
<b>Total Expenditures</b>		\$ 26,400.00	\$ 683,356	\$ -	\$ 683,356
<b>Ending Fund Balance</b>		\$ 1,966,056	\$ 1,958,601	\$ 499	\$ 1,959,100
Report shows posted revenues through January and expenditures through February.					
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.					
 <b>GVRTA Senior Transportation Fund</b> Financial Report - February, 2026		YTD Actual	2026 Budget	Revisions	2026 Projected
<b>Beginning Fund Balance</b>		\$ 367,939	\$ 386,454	\$ (18,515)	\$ 367,939
<b>Revenues:</b>					
	<b>Sales Tax Revenues</b>	\$ -	\$ 464,000	\$ -	\$ 464,000
<b>Total Revenues</b>		\$ -	\$ 464,000	\$ -	\$ 464,000
<b>Expenditures:</b>					
	<b>Capital Expenses</b>		\$ -	\$ -	\$ -
	<b>Contracted Services</b>	\$ 83,587.66	\$ 460,000	\$ 10,000	\$ 470,000
<b>Total Expenditures</b>		\$ 83,587.66	\$ 460,000	\$ 10,000	\$ 470,000
<b>Ending Fund Balance</b>		\$ 284,351	\$ 390,454	\$ (28,515)	\$ 361,939
Report shows posted revenues through January and expenditures through February.					
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.					

## Summary of all Funds

<b>GVRTA Total Revenues and Expenditures</b> Financial Report - February, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
<b>Beginning Fund Balance</b>	\$ 5,929,196	\$ 5,755,662	\$ 173,534	\$ 5,929,196
<b>Revenues:</b>	\$ 491,844	\$ 11,902,632	\$ (13,442)	\$ 11,889,190
<b>Expenditures:</b>	\$ 2,799,050	\$ 12,922,503	\$ 69,275	\$ 12,991,778
<b>Ending Fund Balance</b>	\$ 3,621,989	\$ 4,735,791	\$ 90,817	\$ 4,826,608

Report shows posted revenues through January and expenditures through February.  
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.

<b>GVRTA Summary of all Funds</b> Financial Report - February, 2026	2026 Actual Beginning Balance	YTD Current Balances	2026 Budget Ending Balance	Revisions	2026 Projected Ending Balance
<b>Fund Balances</b>					
<b>Unrestricted General Fund Balance</b>	\$ 3,231,958	\$ 2,813,540	\$ 2,380,484	\$ 98,898	\$ 2,479,382
<b>Capital Reserve Fund Balance</b>	\$ 336,843	\$ (1,441,957)	\$ 6,252	\$ 19,935	\$ 26,187
<b>Air Command Fund Balance</b>	\$ 1,992,456	\$ 1,966,056	\$ 1,958,601	\$ 499	\$ 1,959,100
<b>Senior Transportation Fund Balance</b>	\$ 367,939	\$ 284,351	\$ 390,454	\$ (28,515)	\$ 361,939
<b>Total Fund Balance</b>	\$ 5,929,196	\$ 3,621,989	\$ 4,735,791	\$ 90,817	\$ 4,826,608

Report shows posted revenues through January and expenditures through February.  
Report prepared by Scott Truex with information from the County Finance department on March 24, 2026.

## GVRTA Housing Report and Housing Contributions to General Fund:

<b>Gunnison Valley Transportation Authority</b> <b>GVRTA Housing Status Report</b>	<b>2026</b>																				
	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														
Lazy K 117 Chipeta Ct Unit A	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X														
Lazy K 117 Chipeta Ct Unit B	2022	2022	\$ 357,932	\$ -	\$ 357,932																
Lazy K 117 Chipeta Ct Unit C	2022	2022	\$ 357,932	\$ -	\$ 357,932																
Lazy K 117 Chipeta Ct Unit D	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X														
Lazy K 117 Chipeta Ct Unit E	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X														
Lazy K 104 Ouray Ln Unit A	2023	2023	\$ 417,997	\$ -	\$ 417,997	X															
Lazy K 107 Ouray Ln Unit A	2023	2023	\$ 407,786	\$ -	\$ 407,786																
Lazy K 110 Ouray Ln Unit A	2023	2023	\$ 425,336	\$ -	\$ 425,336	X	X														
			\$ 3,643,689	\$ -	\$ 3,643,689	6	5														

<b>GVRTA Housing: Revenues and Expenses</b>	2022	2023	2024	2025	YTD 2026	Total
<b>Rental Income</b>	\$ 6,269	\$ 46,121	\$ 83,651	\$ 93,773	\$ 8,100	\$ 237,914
<b>Expenses</b>						
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
Utilities (unocc. units)	\$ -	\$ 9,538	\$ 4,589	\$ 1,532	\$ -	\$ 15,659
Minor repairs & Maint.	\$ -	\$ -	\$ -	\$ 3,666	\$ 8,108	\$ 11,775
Insurance Deductible	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
<b>Total Expenses</b>	\$ 499	\$ 19,380	\$ 15,929	\$ 17,096	\$ 30,450	\$ 83,354
<b>Added to General Fund</b>	\$ 5,770	\$ 26,741	\$ 67,722	\$ 76,677	\$ (22,350)	\$ 154,560

## GVRTA Capital Assets & Bus Fleet:

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

<b>2026 GVRTA Bus Fleet</b>			Total Initial Cost	Local Cost	12-Yr dep. Current Value	2026 Replacement Cost	Odometer (1/1/26)
504	2016	Diesel	\$ 532,856	\$ 106,557	\$ 177,954	\$ 874,204	733,340
505	2016	Diesel	\$ 521,029	\$ 521,029	\$ 173,686	\$ 874,204	689,099
506	2017	CNG	\$ 695,159	\$ 527,235	\$ 231,719	\$ 874,204	582,510
503	2018	CNG	\$ 701,900	\$ 140,380	\$ 292,458	\$ 874,204	543,688
502	2019	CNG	\$ 714,935	\$ 142,987	\$ 357,467	\$ 874,204	554,887
501	2019	CNG	\$ 714,935	\$ 142,987	\$ 357,467	\$ 874,204	549,865
500	2020	CNG	\$ 751,781	\$ 127,841	\$ 438,182	\$ 874,204	418,118
507	2021	CNG	\$ 754,935	\$ 150,987	\$ 503,289	\$ 874,204	363,228
508	2023	CNG	\$ 771,300	\$ 41,300	\$ 706,925	\$ 874,204	249,854
509	2023	CNG	\$ 771,300	\$ 41,300	\$ 707,025	\$ 874,204	268,377
510	2026	Diesel	\$ 874,204	\$ 874,204	\$ 801,416	\$ 874,204	3,479
511	2026	Diesel	\$ 874,204	\$ 131,131	\$ 874,204	\$ 874,204	1,443
512	2026	Diesel	\$ 874,204	\$ 131,131	\$ 874,204	\$ 874,204	1,592
Totals			\$ 9,552,742	\$ 3,079,069	\$ 6,495,996	\$ 11,364,652	

## **RTA Board of Directors Meeting, March 2026**

### **Air Program Report – Bill Tomcich**

**Total January Passengers:** 16,929 – down -1.8% (304 passengers) from last January.

#### **February Operational Results:**

- United (SkyWest & Mesa Combined): 100% completed, 86% on-time.
- American: 97% completed, 87% on time.

#### **February Passenger Counts with comparisons to last year:**

- **United/DEN:** 9,497 pax / 80.7% LF – up +1.3% over last year.
- **United/IAH:** 3,089 pax / 72.6% LF – up +6,7% over last year.
- **United/ORD:** 808 pax / 70.9% LF – up + 271% over last year with a total of 15 one-way flights in Feb versus 4 last year (a capacity increase of +275%).
- **United Total:** 13,394 pax / 78.0% LF – up + 9.3% over last year on a capacity increase of +10.4%.
- **American Total:** 5,340 pax / 81.3% LF – down -16.3% from last year on a final capacity decrease of -11.6% after three cancellations.
- **Grand Total:** 18,734 pax / 79.0% LF – up +0.5% or 97 pax from last year.

#### **February MRG Results:**

- IAH: This year - \$84K shortfall (vs \$59K last February), 74% LF this year vs 80% last year, \$211 avg fare this year vs \$223 last year.
- ORD: \$125K shortfall this year for 7½ RT's (vs \$36K last February for 2 RT's. 74% LF this year vs 77% last year, avg fare of \$194 vs \$226 last year.

#### **Season to date MRG shortfall:**

- IAH: \$201K against a cap of \$204K, vs \$276K at this point last year.
- ORD: \$204K for 13½ RT's against a cap of \$308K, vs \$36K for 2 RT's last year.
- Combined: \$405K for 85 total RTs this year vs \$312K for 65 roundtrips last year.

#### **Estimated Future Bookings by month: (as of March 23)**

- March is now estimated to be pacing about 1% behind, vs +4% ahead as of last week.
- April has also lost some ground but it is now estimated to be pacing +19% ahead.

#### **Current Published Schedules through Summer 2026:**

- **United from DEN:** 3x daily through Apr 5, 2x daily Apr 6 – May 20, then 3x daily May 21 – Oct 24.
- **United from IAH:** One daily through Mar 28, one flight Sat, Apr 4, then 2x/week Jun 5 – Sep 20.
- **United from ORD:** 2x/week (Fri-Sat in / Sat-Sun out) through March 29.
- **American from DFW:** 2x daily (CRJ700) through Apr 6, then one daily (A319) Jun 18 – Sep 8.
- **JSX from DAL:** At least 5x/week Jun 11 – Sep 28, up to 12x/week Jun 24 – Aug 3.



## Bus program reports – February, 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	49,484	20.0	1,596.3	(8,584)	-17.3%
February	38,093	2,256	2,661	75,676	28	16.9	1,360.5	47,763	21.2	1,647.0	(9,670)	-20.2%
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												
<b>Total</b>	<b>78,993</b>	<b>4,758</b>	<b>5,889</b>	<b>159,716</b>	<b>59</b>	<b>16.6</b>	<b>1,338.9</b>	<b>97,247</b>			<b>(18,254)</b>	<b>-18.8%</b>

### Passengers by Stop – Winter, 2025-26

2025-226 Winter RTA Bus Boardings by Bus Stop																			Northbound		Total Northbound Passengers
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	Riverland	Brush Creek	Riverbend	CB 4-Way		
November	5	164	41	91	209	200	204	166	123	255	64	94	133	242	30	11	14	36	142	2,189	
December	31	1,497	530	1,114	1,814	2,000	2,111	1,305	1,321	2,295	467	678	1,293	2,084	588	151	225	244	1,143	20,272	
January	31	1,520	713	1,366	1,829	2,154	2,195	1,446	1,531	2,466	518	814	1,298	2,266	525	114	197	274	1,483	22,184	
February	28	1,382	642	1,293	1,811	2,186	1,984	1,364	1,408	2,377	437	818	1,087	2,255	421	106	226	188	1,380	20,944	
March																				-	
April																				-	
<b>Total</b>	<b>95</b>	<b>4,563</b>	<b>1,926</b>	<b>3,864</b>	<b>5,663</b>	<b>6,540</b>	<b>6,494</b>	<b>4,281</b>	<b>4,383</b>	<b>7,393</b>	<b>1,486</b>	<b>2,404</b>	<b>3,811</b>	<b>6,847</b>	<b>1,564</b>	<b>382</b>	<b>662</b>	<b>742</b>	<b>4,148</b>	<b>65,589</b>	
<b>Avg / Day</b>		<b>48.0</b>	<b>20.3</b>	<b>40.7</b>	<b>59.6</b>	<b>68.8</b>	<b>68.4</b>	<b>45.1</b>	<b>46.1</b>	<b>77.8</b>	<b>15.6</b>	<b>25.3</b>	<b>40.1</b>	<b>72.1</b>	<b>16.5</b>	<b>4.0</b>	<b>7.0</b>	<b>7.8</b>	<b>43.7</b>	<b>690.4</b>	

2024-2025 Winter RTA Bus Boardings by Bus Stop													Southbound		Total Southbound Passengers
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			
November	5	794	732	20	25	6	47	233	58	12	42	24	1,760		
December	31	7,723	6,856	90	157	195	634	2,237	355	107	314	263	16,694		
January	31	8,951	7,740	75	143	165	635	2,338	397	101	281	228	18,716		
February	28	7,997	7,210	67	138	146	605	2,416	328	88	291	279	17,149		
March	-												-		
April	-												-		
<b>Total</b>	<b>95</b>	<b>25,465</b>	<b>22,538</b>	<b>252</b>	<b>463</b>	<b>512</b>	<b>1,921</b>	<b>7,224</b>	<b>1,138</b>	<b>308</b>	<b>928</b>	<b>794</b>	<b>54,319</b>		
<b>Avg / Day</b>		<b>268.1</b>	<b>237.2</b>	<b>2.7</b>	<b>4.9</b>	<b>5.4</b>	<b>20.2</b>	<b>76.0</b>	<b>12.0</b>	<b>3.2</b>	<b>9.8</b>	<b>8.4</b>	<b>571.8</b>		

## Late and Missed Runs

February 1-28

Date	Time	Lap	Type	Description
2-Feb	7:20:00 AM	E1	Missed Lap	Mechanical, Partial lap
4-Feb	7:20:00 PM	H4	Missed Lap	Mechanical , Partial lap
6-Feb	6:36:00 PM	D56	Missed Lap	Driver shortage
9-Feb	10:01:00 AM	H12	Missed Lap	Driver shortage
13-Feb	8:26:00 AM	C2	Missed Lap	Driver shortage
13-Feb	10:01:00 AM	H1	Missed Lap	Driver shortage
14-Feb	12:20:00 PM	C3	Missed Lap	Mechanical , Partial lap
16-Feb	3:46:00 AM	E4	Missed Lap	Driver shortage
16-Feb	6:01:00 PM	H4	Missed Lap	Driver shortage
17-Feb	6:21:00 AM	C1	Missed Lap	Mechanical, Partial lap
17-Feb	9:31:00 AM	G1	Missed Lap	Mechanical , Partial lap
18-Feb	12:36:00 PM	A4	Missed Lap	Mechanical
21-Feb	6:51:00 AM	E12	Missed Lap	Driver shortage
23-Feb	7:06:00 AM	F1	Missed Lap	Driver shortage
23-Feb	6:21:00 AM	C123	Missed Lap	Driver shortage
25-Feb	4:16:00 PM	F3	Missed Lap	Mechanical, Partial lap
26-Feb	5:51:00 AM	B1	Missed Lap	Mechanical, Partial lap
27-Feb	5:51:00 AM	B1	Missed Lap	Mechanical

## Passenger Boardings by Time – Winter, 2025-26

Gunnison Valley RTA Passengers by Time - Winter 2025-26								Average Riders per Bus - Winter 2025-26									
Departing		Northbound						Total	Departing		Northbound						Total
Rec. Center		Nov	Dec	Jan	Feb	March	April		Rec. Center		Nov	Dec	Jan	Feb	March	April	
5:21 AM		43	357	389	438			1,227	5:21 AM		8.6	11.5	12.5	15.6			12.9
5:51 AM		29	381	480	334			1,224	5:51 AM		5.8	12.3	15.5	11.9			12.9
6:21 AM		59	577	689	648			1,973	6:21 AM		11.8	18.6	22.2	23.1			20.8
6:36 AM		36	603	797	727			2,163	6:36 AM		7.2	19.5	25.7	26.0			22.8
6:51 AM		93	858	822	700			2,473	6:51 AM		18.6	27.7	26.5	25.0			26.0
7:06 AM		22	604	793	736			2,155	7:06 AM		4.4	19.5	25.6	26.3			22.7
7:26 AM		100	1244	1209	1309			3,862	7:26 AM		20.0	40.1	39.0	46.8			40.7
7:56 AM		83	986	1143	1071			3,283	7:56 AM		16.6	31.8	36.9	38.3			34.6
8:26 AM		79	709	787	802			2,377	8:26 AM		15.8	22.9	25.4	28.6			25.0
8:41 AM		60	537	705	689			1,991	8:41 AM		12.0	17.3	22.7	24.6			21.0
8:56 AM		80	491	519	516			1,606	8:56 AM		16.0	15.8	16.7	18.4			16.9
9:11 AM		54	392	448	473			1,367	9:11 AM		10.8	12.6	14.5	16.9			14.4
9:31 AM		80	488	631	596			1,795	9:31 AM		16.0	15.7	20.4	21.3			18.9
10:01 AM		95	697	862	722			2,376	10:01 AM		19.0	22.5	27.8	25.8			25.0
10:31 AM		65	829	929	984			2,807	10:31 AM		13.0	26.7	30.0	35.1			29.5
11:01 AM		111	702	726	686			2,225	11:01 AM		22.2	22.6	23.4	24.5			23.4
11:36 AM		95	795	821	602			2,313	11:36 AM		19.0	25.6	26.5	21.5			24.3
12:06 PM		76	517	598	497			1,688	12:06 PM		15.2	16.7	19.3	17.8			17.8
12:36 PM		107	705	582	514			1,908	12:36 PM		21.4	22.7	18.8	18.4			20.1
12:51 PM		37	329	413	309			1,088	12:51 PM		7.4	10.6	13.3	11.0			11.5
1:21 PM		59	447	424	444			1,374	1:21 PM		11.8	14.4	13.7	15.9			14.5
1:41 PM		61	378	375	372			1,186	1:41 PM		12.2	12.2	12.1	13.3			12.5
2:11 PM		83	541	571	510			1,705	2:11 PM		16.6	17.5	18.4	18.2			17.9
2:26 PM		54	373	418	423			1,268	2:26 PM		10.8	12.0	13.5	15.1			13.3
2:56 PM		100	538	590	525			1,753	2:56 PM		20.0	17.4	19.0	18.8			18.5
3:11 PM		27	356	339	298			1,020	3:11 PM		5.4	11.5	10.9	10.6			10.7
3:26 PM		20	385	432	391			1,228	3:26 PM		4.0	12.4	13.9	14.0			12.9
3:46 PM		44	604	599	528			1,775	3:46 PM		8.8	19.5	19.3	18.9			18.7
4:16 PM		27	519	490	489			1,525	4:16 PM		5.4	16.7	15.8	17.5			16.1
4:31 PM		23	350	334	310			1,017	4:31 PM		4.6	11.3	10.8	11.1			10.7
5:01 PM		48	525	520	515			1,608	5:01 PM		9.6	16.9	16.8	18.4			16.9
5:31 PM		52	382	409	398			1,241	5:31 PM		10.4	12.3	13.2	14.2			13.1
6:01 PM		32	375	427	447			1,281	6:01 PM		6.4	12.1	13.8	16.0			13.5
6:36 PM		32	330	429	348			1,139	6:36 PM		6.4	10.6	13.8	12.4			12.0
7:06 PM		20	303	356	361			1,040	7:06 PM		4.0	9.8	11.5	12.9			10.9
7:36 PM		18	232	258	265			773	7:36 PM		3.6	7.5	8.3	9.5			8.1
8:06 PM		23	183	227	219			652	8:06 PM		4.6	5.9	7.3	7.8			6.9
8:41 PM		24	196	201	269			690	8:41 PM		4.8	6.3	6.5	9.6			7.3
9:11 PM		16	183	216	213			628	9:11 PM		3.2	5.9	7.0	7.6			6.6
9:41 PM		12	134	124	139			409	9:41 PM		2.4	4.3	4.0	5.0			4.3
10:11 PM		10	137	102	127			376	10:11 PM		2.0	4.4	3.3	4.5			4.0
<b>Total</b>		<b>2,189</b>	<b>20,272</b>	<b>22,184</b>	<b>20,944</b>	<b>0</b>	<b>0</b>	<b>65,589</b>	<b>Total</b>		<b>10.7</b>	<b>15.9</b>	<b>17.5</b>	<b>18.2</b>			<b>16.8</b>


## Passenger Boardings by Time – Winter, 2025-26

Departing Southbound								Departing Southbound							
Mt. CB	Nov	Dec	Jan	Feb	March	April	Total	Mt. CB	Nov	Dec	Jan	Feb	March	April	Total
6:40 AM	14	190	158	162			524	6:40 AM	2.8	6.1	5.1	5.8			5.5
7:10 AM	11	188	242	201			642	7:10 AM	2.2	6.1	7.8	7.2			6.8
7:40 AM	12	140	130	143			425	7:40 AM	2.4	4.5	4.2	5.1			4.5
7:55 AM	4	81	88	103			276	7:55 AM	0.8	2.6	2.8	3.7			2.9
8:10 AM	10	74	66	74			224	8:10 AM	2.0	2.4	2.1	2.6			2.4
8:25 AM	5	69	97	70			241	8:25 AM	1.0	2.2	3.1	2.5			2.5
8:45 AM	9	127	119	146			401	8:45 AM	1.8	4.1	3.8	5.2			4.2
9:15 AM	10	160	208	132			510	9:15 AM	2.0	5.2	6.7	4.7			5.4
9:45 AM	35	173	154	103			465	9:45 AM	7.0	5.6	5.0	3.7			4.9
10:00 AM	6	97	118	101			322	10:00 AM	1.2	3.1	3.8	3.6			3.4
10:15 AM	14	113	103	90			320	10:15 AM	2.8	3.6	3.3	3.2			3.4
10:30 AM	11	115	118	99			343	10:30 AM	2.2	3.7	3.8	3.5			3.6
10:50 AM	28	161	236	148			573	10:50 AM	5.6	5.2	7.6	5.3			6.0
11:20 AM	46	247	253	279			825	11:20 AM	9.2	8.0	8.2	10.0			8.7
11:50 AM	64	386	420	350			1,220	11:50 AM	12.8	12.5	13.5	12.5			12.8
12:20 PM	65	376	365	330			1,136	12:20 PM	13.0	12.1	11.8	11.8			12.0
12:55 PM	58	445	511	389			1,403	12:55 PM	11.6	14.4	16.5	13.9			14.8
1:25 PM	56	490	499	438			1,483	1:25 PM	11.2	15.8	16.1	15.6			15.6
1:55 PM	91	629	726	600			2,046	1:55 PM	18.2	20.3	23.4	21.4			21.5
2:10 PM	44	438	469	426			1,377	2:10 PM	8.8	14.1	15.1	15.2			14.5
2:40 PM	82	671	657	561			1,971	2:40 PM	16.4	21.6	21.2	20.0			20.7
3:00 PM	33	514	622	602			1,771	3:00 PM	6.6	16.6	20.1	21.5			18.6
3:30 PM	82	833	951	792			2,658	3:30 PM	16.4	26.9	30.7	28.3			28.0
3:45 PM	37	713	822	840			2,412	3:45 PM	7.4	23.0	26.5	30.0			25.4
4:15 PM	127	1284	1432	1286			4,129	4:15 PM	25.4	41.4	46.2	45.9			43.5
4:30 PM	95	821	947	878			2,741	4:30 PM	19.0	26.5	30.5	31.4			28.9
4:45 PM	79	845	760	752			2,436	4:45 PM	15.8	27.3	24.5	26.9			25.6
5:05 PM	98	838	961	795			2,692	5:05 PM	19.6	27.0	31.0	28.4			28.3
5:35 PM	68	796	894	816			2,574	5:35 PM	13.6	25.7	28.8	29.1			27.1
5:50 PM	33	403	411	385			1,232	5:50 PM	6.6	13.0	13.3	13.8			13.0
6:20 PM	64	562	682	670			1,978	6:20 PM	12.8	18.1	22.0	23.9			20.8
6:50 PM	37	352	419	462			1,270	6:50 PM	7.4	11.4	13.5	16.5			13.4
7:20 PM	23	304	422	369			1,118	7:20 PM	4.6	9.8	13.6	13.2			11.8
7:55 PM	47	424	419	381			1,271	7:55 PM	9.4	13.7	13.5	13.6			13.4
8:25 PM	62	436	491	468			1,457	8:25 PM	12.4	14.1	15.8	16.7			15.3
8:55 PM	55	411	431	397			1,294	8:55 PM	11.0	13.3	13.9	14.2			13.6
9:25 PM	51	343	541	498			1,433	9:25 PM	10.2	11.1	17.5	17.8			15.1
10:00 PM	37	456	603	663			1,759	10:00 PM	7.4	14.7	19.5	23.7			18.5
10:30 PM	30	438	454	478			1,400	10:30 PM	6.0	14.1	14.6	17.1			14.7
11:00 PM	13	234	302	352			901	11:00 PM	2.6	7.5	9.7	12.6			9.5
11:30 PM	14	317	415	320			1,066	11:30 PM	2.8	10.2	13.4	11.4			11.2
<b>Total</b>	<b>1,760</b>	<b>16,694</b>	<b>18,716</b>	<b>17,149</b>	<b>0</b>	<b>0</b>	<b>54,319</b>	<b>Total</b>	<b>8.6</b>	<b>13.1</b>	<b>14.7</b>	<b>14.9</b>			<b>13.9</b>
<b>Overall Total</b>	<b>3,949</b>	<b>36,966</b>	<b>40,900</b>	<b>38,093</b>	<b>-</b>	<b>-</b>	<b>119,908</b>	<b>Overall Total</b>	<b>9.6</b>	<b>14.5</b>	<b>16.1</b>	<b>16.6</b>			<b>15.4</b>

GVRTA GHG Emissions Analysis														
GHG Emissions Produced and Reduced by the GVRTA					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.
2025	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)										
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														
April														
May														
June														
July														
August														
September														
October														
November														
December														
<b>Total</b>	<b>78,993</b>	<b>4,758</b>	<b>19,821</b>	<b>12,021</b>	<b>253,681</b>	<b>1,021,107</b>	<b>767,425</b>	<b>9.715</b>	<b>557</b>	<b>15,396</b>	<b>14,839</b>	<b>0.188</b>	<b>39,387</b>	<b>0.499</b>

**Automobile emissions vs. GVRTA bus emissions:**  
 4.12 automobile trips create the same amount of CO2 as the average GVRTA bus trip.  
 One car trip creates the same amount of NOx as 1.67 average GVRTA bus trips.  
 The RTA averaged 16.6 passengers per bus in this time period.

**Notes for Calculations:**  
 Each one way trip by bus creates approximately 53.317 Kg of CO2 emissions and 0.1170 Kg of NOx emissions.  
 Each one-way trip by automobile creates approximately 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 being released into the atmosphere thereby reducing methane emissions.

### 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	AEX Buses
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512	
January	6,747	9,666	5,374	9,625	7,592	135	9,087	1,268	9,302	2,593	1,011	8,269	3,796	2,520
February	1,713	8,155	616	8,002	5,527	-	8,245	-	8,926	810	11,179	10,147	9,622	4,075
March														
April														
May														
June														
July														
August														
September														
October														
November														
December														
<b>Total</b>	<b>8,460</b>	<b>17,821</b>	<b>5,990</b>	<b>17,627</b>	<b>13,119</b>	<b>135</b>	<b>17,332</b>	<b>1,268</b>	<b>18,228</b>	<b>3,403</b>	<b>12,190</b>	<b>18,416</b>	<b>13,418</b>	<b>6,595</b>

### 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	Inventory & Fleet	Total
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512		
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															
April															
May															
June															
July															
August															
September															
October															
November															
December															
<b>Total</b>	<b>\$ 12,114</b>	<b>\$ 1,125</b>	<b>\$ 840</b>	<b>\$ 105</b>	<b>\$ 1,463</b>	<b>\$ 1,200</b>	<b>\$ 2,222</b>	<b>\$ -</b>	<b>\$ 735</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 29,902</b>	<b>\$ 49,706</b>

### Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2025										
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices	
January	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										
April										
May										
June										
July										
August										
September										
October										
November										
December										
<b>Total</b>	<b>1,912</b>	<b>568</b>	<b>2,480</b>	<b>5,205</b>	<b>11,749</b>	<b>16,954</b>	<b>\$ 51,765</b>	<b>\$ 31,228</b>	<b>\$ 82,993</b>	



## Executive Director's Report

April 3, 2026 Board Meeting Packet

Overall, bus operations were fairly smooth this winter, though we did have several rounds of the flu affecting the drivers which caused some cancellations. Road conditions were unseasonably good which helped on-time performance, but as you might have expected, passenger counts have been down substantially. We have started adding the new buses into the fleet which will further improve RTA service and reliability:

- February ridership was down 20% from last February and I will have March numbers for you at the meeting.
- This winter through February, we have completed 98.5% of our trips and the on-time performance has been good with over 85% of trips within 5 minutes of schedule and over 93% within ten minutes.
- The first three new coaches (510, 511, & 512) are all in service and have been wrapped with the RTA graphics.
- The fourth coach (513) arrived on March 9<sup>th</sup> and was put into service on March 18<sup>th</sup>.
- The fifth coach (514) will arrive between March 26<sup>th</sup> and 30<sup>th</sup> and should be in service in early April.
- Coaches 513 and 514 will be wrapped with the RTA graphics in April.

There has been a lot of grant activity this winter and all of them are moving through the process more or less as expected:

- We received our reimbursement of \$1,511,981 for coaches 511 & 512 and I have requested a closeout of that grant.
- After coach 514 arrives and we get proof of payment from the bank, I will request reimbursement of approximately \$1,416,000 for coaches 513 and 514.
- I submitted our first reimbursement request for our operating grant of \$378,019 last week and we should receive all of the funds and close out this grant by the end of May.
- We received our award letter for \$768,557 in FTA Section 5339(b) grant funding to replace coach #506. I've completed our milestones and our risk assessment in CDOT's web portal, so we are currently waiting for a scope of work and a for a contract to be offered by CDOT.
- We are also waiting for our award letter for the \$1,507,606 in Congressionally Directed Spending that we were awarded to purchase two new expansion coaches.
- Lastly, we are waiting for a scope of work for \$731k in CTE funds which should cover approximately 72% of the cost of purchasing three new smaller buses in late 2026 or early 2027.

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

- January sales tax was 3% less than last year and 5.7% below budget;

- I expect to receive the contract regarding our subsidy of the second daily Bustang Outrider bus to Denver within the next 60 days;
- Mike has been working with Love's/Trillium to upgrade the CNG fueling station and all of that work is now complete. They replaced a hardware component on the circuit board, which had been causing faults. They also fine-tuned the PowerBlanket installations and as a result, we haven't experienced a frozen air line problem since early December. Finally, Love's rebuilt the secondary air compressor at the station and Atmos installed a new extra-heavy-duty industrial grade digital meter. These improvements should substantially improve reliability going forward;
- We have started working with the County Finance Department to prepare for our 2025 audit which should be complete this summer;
- I am representing the RTA on the advisory committee for the County's Hwy 135 Corridor Plan. As a result of the RFQ for the planning consultants, we received 12 applications and interviewed four teams. All of them were very impressive and we were fortunate to have so many excellent options to choose from. After deliberation, the committee chose the firm HDR to create the plan. The county hopes to have a contract in place in early April and the outreach process will begin shortly afterwards;
- Also, FYI, during the off-season I will be out of town from April 7<sup>th</sup> through the 24<sup>th</sup>. If you need to get in touch with me during that time, please use email since I may not have access to text or phone.



## MEMO

April 3, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

**Re: Transit Center Design Committee**

Board Members,

As you know, at our last meeting we chose BG+co as our architectural and engineering team for the transit center at 301 W. Tomichi. As we start this project, I recommend that the Board appoint a design committee to efficiently work with our architects, Burke Martin and Chad Miller. We will be using the site development plans created for the work session with the City of Gunnison last year as a guide for the general layout, but the look of the facility has yet to be determined.

Additionally, since the Board only meets approximately every six weeks, it would be helpful if the committee was authorized to give the architects direction and feedback regarding the design of the facility. At each Board Meeting, the full Board would be updated and asked for input and direction going forward.

I suggest that the Board appoint two Board Members and potentially Leia and/or me to participate on the committee. FYI, if you choose to appoint three or more Board Members to the committee, we would need to post each of the meetings (which we can easily do.)

If you agree that the formation of the committee with decision making powers is a good idea, I would request a motion to appoint the members of the committee and authorize them to give direction and feedback to the architects. It would also be great to have a quick discussion at this meeting to give the committee your thoughts on the design of the facility.

I look forward to our discussion on Friday!

Thank you,  
Scott Truex  
Executive Director

**Luxury Thrift in support of non-profit**



**JAILHOUSE**  
*Collections*

Crested Butte \* Colorado

**409 2<sup>nd</sup> St. Crested Butte behind Paragon  
Gallery-[www.sixpointsgunnison.org](http://www.sixpointsgunnison.org)**

Dear Senator/Representative \_\_\_\_\_

We, the elected representatives of Gunnison County, The City of Gunnison, the Town of Crested Butte, and the Town of Mt. Crested Butte are writing to request that you help maintain affordability for our workforce by:

1. Continued funding of the Federal Transportation Authority's Section 5339 Bus and Bus Facilities (BBF) program that supports replacement, rehabilitation, and purchase of buses for public fixed route operators at current amounts of \$2.2 billion.
2. Keeping the current allocation of 70% of the funds awarded on a competitive basis, with 30% of the funds allocated through the Formula Funding Program.

Our community relies heavily upon two mass transit systems, the Gunnison Valley Regional Transportation Authority's commuter bus service linking the City of Gunnison with Mt. Crested Butte and the Mountain Express transit system in the north end of our valley. Because of your support, both agencies have been recent recipients of Section 5339 funding, which has been essential, enabling our community to access work, healthcare, and other essential services, as well as provide workforce housing in Gunnison while cost effectively linking these residents to work in the north end of the valley.

While these mass transit systems are funded through a local sales tax, they depend critically upon assistance from the federal government for maintaining our bus fleet. Losing that federal support would mean we would have to substantially increase our local taxes or reduce services, both of which would be experienced as significant increases in the cost of living by our workforce and residents.

We ask that not only do you maintain existing funding levels for the programs, but that the FTA continue to award the bulk of the funds on a competitive basis, rather than increasing the amount awarded through the formula program from 30% to 75% of the total program funding. Such a shift would hurt small and rural communities that have higher fixed costs. We are also concerned that shifting to a formula-based program will increase government waste and inefficiencies. Through a competitive program, the FTA can, and should, make certain that its funding is cost effective in terms of the number of people impacted and emphasizing communities providing strong transit service. To achieve this, it should force all communities to competitively compete for funding, demonstrating strong return on investments, local skin in the game, and strong operational efficiency.

From a statewide perspective, Colorado provides more rural transit trips than any other state; Colorado provided 19.5 million rural transit trips in 2024 while the next highest state was North

Carolina with 5.3 million trips. Transit agencies in Colorado rely on Section 5339 funding for their capital needs. As a state that provides so many rural transit trips, Section 5339 funding is even more important for maintaining our fleets in a state of good repair than it is to other states because the funding gets spread across more agencies. Maintaining existing funding levels, and emphasizing competitive programs, is essential for transit services across the State of Colorado.

Thank you for your consideration of this important issue. Our elected officials, Ian Billick, xxxx, and xxxx, as well as Gunnison Valley RTA Executive Director Scott Truex are available to answer any questions or talk through any issues.

Signatures from lead officials from each of municipalities

DRAFT



April 3, 2026  
Sent via Email

Chair Jeff Bridges / Vice Chair Shannon Bird and members of the Colorado Joint Budget Committee,

I'm writing on behalf of Gunnison Valley Regional Transportation Authority in Southwest Colorado to urge you to maintain the State's current financial commitment to the Multimodal Transportation and Mitigation Options Fund (MMOF). In rural regions, MMOF is one of the few flexible tools that supports local transit operations and essential capital needs—needs that are not replaced by statewide intercity services.

MMOF has directly supported real projects in our region, including:

- Road Runner Transit operating support in SE La Plata County: \$37,570.
- DuranGO! Evening Microtransit service (Durango): \$234,000 to sustain/expand evening service for workers and transit-dependent riders.
- ADA-accessible Dial-a-Ride vehicle procurement in La Plata County: \$110,640.
- Dolores County scheduling/records software and bus/vehicle shelter: \$25,000 and \$84,000.

These projects translate into access to work, healthcare, and essential services, especially for seniors, people with disabilities, and lower-income residents. A reduction to MMOF could potentially force local agencies to scale back service, delay vehicle replacements and ADA improvements, and unwind projects that have already been planned and matched.

Request: Please maintain the current MMOF funding commitment and avoid reductions that would jeopardize rural local transit and already-awarded projects.

Thank you for your consideration, and I'm happy to provide additional detail on ridership, trip purpose, and local match leverage in our service area if that would be helpful.

Sincerely,

Matthew Schwartz,  
Board Chair  
Gunnison Valley RTA