



Meeting Notice

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

May 22, 2026 at 8:00 a.m.

**In the Crested Butte Council Chambers
located in the Crested Butte Town Offices,
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.



AGENDA – MAY 22, 2026
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL 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 APRIL 3, 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) Ratification of expenditure of up to \$11,500 for a new wheelchair lift for GVH senior bus – Scott Truex – **motion & decision requested**
- 2) Approval of 2027 FTA Section 5311 Operating Grant Project Description and Budget – Scott Truex – **motion & decision requested**
- 3) Authorization of Board Chair to sign 2027 FTA Section 5311 Operating Grant sponsorship letter and commitment of local match – Scott Truex – **motion & decision requested**

- 4) Request for authorization of the purchase of a bus shelter for the Gunnison Recreation Center Bus Stop Scott Truex – **motion & decision requested**
- 5) Takeaways from the April 3, 2026 Board retreat – Scott Truex – **motion & decision requested**
- 6) Informational items from the April 3, 2026 Retreat – discussion – Scott Truex
 - a. MRG Payments vs Sales Tax Revenues over time
 - b. Powers of the GVRTA under Colorado state statutes, voter approved ballot questions, and the current IGA
 - c. Senior transportation service description
 - d. Future possible update of the mission statement

9:55 J. ADJOURNMENT OF REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated.
Next meeting – June 26th at 8:00 a.m. in the Gunnison County Courthouse.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

April 3, 2026

Board of County Commissioners Room, Gunnison County Courthouse

A. INTRODUCTION

Matt Schwartz called the meeting to order at 8:02 am

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

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

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE FEBRUARY 20, 2026 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Liz Smith ***moved to approve the consent agenda.*** Ian Billick seconded the motion. The motion passed unanimously. **Zoom Time Stamp 8:02 am**

F. OLD BUSINESS CONTINUED

3) Airport Update **8:03 am**

Rick Lamport updated the board on airport news.

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

Andrew Sandstrom shared the Tourism and Prosperity Partnership Report.

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

Bill Tomcich gave the air service update.

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

Scott Truex gave the Executive Director's report.

Public Comment **8:27 am**

There was no public comment.

Comments from Board & Staff **8:32 am**

I. New Business **8:34 am**

1) Appoint the Transit Center design committee with the authority to give direction and feedback to the architectural team regarding the design of the facility

Ian Billick ***moved to appoint Liz Smith, Leia Morrison, and Matt Schwartz to the design committee and authorize them to make broad decisions about the facility as long as it stays within budget and includes, the following amenities: Passenger waiting area, public restrooms, office space for personnel performing duties on behalf of the RTA, a paved parking area, and landscaping.*** Laura Puckett Daniels seconded the motion. The motion passed unanimously.

2) Request for approval of bus window art for Six Points **8:39 am**

Diego Plata ***moved to authorize approval of the Six Points bus window art.*** Liz Smith seconded the motion. The motion passed unanimously.

3) 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 **8:41 am**

Laura Puckett Daniels ***moved to approve the letter as presented.*** Diego Plata seconded the motion. The motion passed unanimously.

4) Authorization of Board Chair to sign a letter to the Colorado Joint Budget Committee supporting continued MMOF funding. **8:44 am**

Laura Puckett Daniels moved to approve the letter as amended, addressing it to our local representatives in the state legislature, authorizing the Board Chair to sign the letter to the Colorado Joint Budget Committee supporting continued MMOF funding as presented. Ian Billick seconded the motion. The motion passed unanimously.

The meeting adjourned at 8:57 am



March, 2026 - Financial Report:

This report was prepared for the GVRTA Board of Directors on May 9, 2026 with information provided by the County Finance Department and shows posted revenues through March, 2026 and expenditures through March, 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 | \$ 442,707.94 | -6.2% | -3.4% | \$ 442,708 | |
| Feb | \$ 484,914 | \$ 503,629 | \$ 524,134 | \$ 540,000 | \$ 631,852.33 | 17.0% | 20.6% | \$ 631,852 | |
| Mar | \$ 537,816 | \$ 518,936 | \$ 542,008 | \$ 558,000 | \$ 729,515.05 | 30.7% | 34.6% | \$ 729,515 | |
| 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 | |
| Year-to-date | \$ 955,955 | \$ 974,890 | \$ 982,270 | \$ 1,012,000 | \$ 1,804,075.32 | 78.3% | 83.7% | | |
| Full Year | \$ 6,052,980 | \$ 6,213,731 | \$ 6,405,146 | \$ 6,577,000 | | 3.6% | 6.3% | \$ 6,811,075 | |

| Gunnison Valley Transportation Authority Financial Report - March, 2026 | | | | |
|--|------------------------|---------------------|-------------------|---------------------|
| | YTD Actual | 2026 Budget | Revisions | 2026 Projected |
| Distribution of Sales Tax Revenues among GVRTA funds | \$ 1,804,075.32 | \$ 6,577,000 | \$ 234,075 | \$ 6,811,075 |
| Sales Tax to General Fund | \$ 504,075.32 | \$ 4,213,000 | \$ 184,075 | \$ 4,397,075 |
| Sales Tax to Capital Fund | \$ 1,300,000.00 | \$ 1,250,000 | \$ 50,000 | \$ 1,300,000 |
| Sales Tax to Air Command Fund | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| Sales Tax to Senior Transportation Fund | \$ - | \$ 464,000 | \$ - | \$ 464,000 |
| | \$ 1,804,075.32 | \$ 6,577,000 | \$ 234,075 | \$ 6,811,075 |




GVRTA Fund Reports:

| GVRTA General Fund | | YTD | 2026 | | 2026 |
|---|--|-----------------|---------------|------------------|------------------|
| Financial Report - March, 2026 | | Actual | Budget | Revisions | Projected |
| Beginning Fund Balance | | \$ 3,231,958 | \$ 3,040,489 | \$ 191,469 | \$ 3,231,958 |
| Revenues | | | | | |
| Sales Tax Revenues | | \$ 504,075.32 | \$ 4,213,000 | \$ 184,075 | \$ 4,397,075 |
| Sales Tax - Clerk | | \$ 9,237.62 | \$ 40,000 | \$ - | \$ 40,000 |
| Interest Charges | | \$ 38.23 | \$ 1,000 | \$ - | \$ 1,000 |
| Other Fines | | \$ 8.81 | \$ 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 | | \$ 6,600.00 | \$ 26,400 | \$ - | \$ 26,400 |
| Rental Income - Solstice and Lazy K Housing Units | | \$ 24,300.00 | \$ 97,200 | \$ - | \$ 97,200 |
| Earnings on Investments | | \$ 14,657.60 | \$ 100,000 | \$ - | \$ 100,000 |
| CTE A&O Clean Transit Enterprise Service Expansion Op. Grant | | | \$ - | | |
| 5311 A & O FTA 5311 Admin. & Operating Grants | | | \$ 378,000 | \$ 19 | \$ 378,019 |
| Total Revenues | | \$ 585,551.92 | \$ 4,856,600 | \$ 210,728 | \$ 5,067,328 |
| Expenditures: | | | | | |
| Postage | | | \$ 100 | \$ - | \$ 100 |
| Supplies & Equipment Under \$4,000 | | | \$ 4,000 | \$ - | \$ 4,000 |
| Bus Registrations | | \$ 112.38 | \$ - | \$ 226 | \$ 226 |
| Building Repair and Maintenance | | \$ 33,139.67 | \$ 40,000 | \$ 26,634 | \$ 66,634 |
| Travel - Transportation | | \$ 115.15 | \$ 6,000 | \$ - | \$ 6,000 |
| Travel - Meals | | \$ 215.75 | \$ 5,000 | \$ - | \$ 5,000 |
| Travel - Lodging | | \$ 241.26 | \$ 5,000 | \$ - | \$ 5,000 |
| Legal Services | | \$ 2,031.65 | \$ 10,000 | \$ 11,000 | \$ 21,000 |
| Contracted Temp. Help - GTFS & RAE | | \$ 870.00 | \$ 58,000 | \$ (50,000) | \$ 8,000 |
| Contract Svcs - Social Firekeeper, Swiftly, Bus Stops | | \$ 15,400.00 | \$ 85,000 | \$ - | \$ 85,000 |
| Management Services - TMS | | \$ 35,833.32 | \$ 107,500 | \$ - | \$ 107,500 |
| Meetings - Registrations | | | \$ 2,000 | \$ - | \$ 2,000 |
| State Fees | | \$ 3,046.00 | \$ 30,000 | \$ - | \$ 30,000 |
| County Treasurer's Fees | | \$ 14,367.36 | \$ 77,000 | \$ - | \$ 77,000 |
| Late Night Taxi & Bustang Services | | | \$ 173,000 | \$ - | \$ 173,000 |
| Advertising, Notices, Public Outreach & Website | | \$ 318.78 | \$ 15,000 | \$ - | \$ 15,000 |
| Dues & Memberships - CASTA and POA Memberships | | \$ 24,865.83 | \$ 33,000 | \$ - | \$ 33,000 |
| Auditing | | | \$ 13,905 | \$ - | \$ 13,905 |
| Insurance & Bonds | | \$ 22,223.46 | \$ 25,000 | \$ - | \$ 25,000 |
| Utilities | | \$ 43.62 | \$ 1,000 | \$ - | \$ 1,000 |
| Investment Commissions/Fees | | | \$ 100 | \$ - | \$ 100 |
| Transfer to County General Fund - Finance Dept. | | \$ 3,624.99 | \$ 14,500 | \$ - | \$ 14,500 |
| 5311 - A Management Services - TMS | | \$ 35,833.32 | \$ 107,500 | \$ - | \$ 107,500 |
| 5311 - A Bus Operations Manager - Ecovatus | | \$ 27,000.00 | \$ 81,000 | \$ - | \$ 81,000 |
| 5311 - o Diesel Fuel | | \$ 49,054.62 | \$ 250,000 | \$ 105,000 | \$ 355,000 |
| 5311 - o CNG Fuel | | \$ 66,607.61 | \$ 300,000 | \$ (50,000) | \$ 250,000 |
| 5311 - o Repair & Maintenance - Vehicles | | \$ 102,630.91 | \$ 673,000 | \$ - | \$ 673,000 |
| 5311 - o Purchased Transportation Services | | \$ 902,634.41 | \$ 3,400,000 | \$ - | \$ 3,400,000 |
| Total Expenditures | | \$ 1,340,210.09 | \$ 5,516,605 | \$ 42,860 | \$ 5,559,465 |
| Ending General Fund Balance | | \$ 2,477,300 | \$ 2,380,484 | \$ 359,337 | \$ 2,739,821 |

Report shows posted revenues through March and expenditures through March.

Report prepared by Scott Truex with information from the County Finance department on May 9, 2026.


GVRTA Fund Reports:

|  GVRTA Capital Reserve Fund Financial Report - March, 2026 | | YTD | 2026 | | 2026 |
|---|---|------------------------|---------------------|--------------------|---------------------|
| | | Actual | Budget | Revisions | Projected |
| Beginning Fund Balance | | \$ 336,843 | \$ 336,762 | \$ 81 | \$ 336,843 |
| Revenues: | | | | | |
| 5339 - c | Federal Section 5339(a) CCCP G-1046 | \$ - | \$ 1,426,924 | \$ (10,378) | \$ 1,416,546 |
| | 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 | \$ - | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| | CTE Grants for expansion of service G-1045 | | \$ 739,000 | \$ (5,000) | \$ 734,000 |
| | Sales Tax Revenues | \$ 1,300,000.00 | \$ 1,250,000 | \$ 50,000 | \$ 1,300,000 |
| Total Revenues | | \$ 2,811,980.85 | \$ 5,932,032 | \$ 30,495 | \$ 5,962,527 |
| Expenditures: | | | | | |
| 5339 - c | Bus Purchases - G1046 | \$ 1,748,407.80 | \$ 1,776,921 | \$ (6,238) | \$ 1,770,683 |
| 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 | \$ 15,000 | \$ 1,035,000 |
| | Bus Purchase (Local) | | \$ 3,500 | \$ - | \$ 3,500 |
| SB 267 | Facility Design & Construction | | \$ 1,500,000 | \$ - | \$ 1,500,000 |
| | Housing/Land Purchases | | \$ - | \$ - | \$ - |
| | Capital Improvements | | \$ 185,200 | \$ - | \$ 185,200 |
| Total Expenditures | | \$ 3,527,208.22 | \$ 6,262,542 | \$ 10,641 | \$ 6,273,183 |
| Ending Fund Balance | | \$ (378,384) | \$ 6,252 | \$ 19,935 | \$ 26,187 |
| Report shows posted revenues through March and expenditures through March. | | | | | |
| Report prepared by Scott Truex with information from the County Finance department on May 9, 2026. | | | | | |
|  GVRTA Air Command Fund Financial Report - March, 2026 | | YTD | 2026 | | 2026 |
| | | Actual | Budget | Revisions | Projected |
| Beginning Fund Balance | | \$ 1,992,456 | \$ 1,991,957 | \$ 499 | \$ 1,992,456 |
| Revenues: | | | | | |
| | Sales Tax Revenues | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| | SCASD Grant | | \$ - | \$ - | \$ - |
| Total Revenues | | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| Expenditures: | | | | | |
| | Airline Guarantees - Houston | | \$ 204,352 | \$ - | \$ 204,352 |
| | Professional Services - Tomcich Travel | \$ 35,200.00 | \$ 111,000 | \$ - | \$ 111,000 |
| | Gunnison County - Airport Airline Mechanic Subsidy | | \$ 60,000 | \$ - | \$ 60,000 |
| | Airline Guarantees - ORD | | \$ 308,004 | \$ - | \$ 308,004 |
| Total Expenditures | | \$ 35,200.00 | \$ 683,356 | \$ - | \$ 683,356 |
| Ending Fund Balance | | \$ 1,957,256 | \$ 1,958,601 | \$ 499 | \$ 1,959,100 |
| Report shows posted revenues through March and expenditures through March. | | | | | |
| Report prepared by Scott Truex with information from the County Finance department on May 9, 2026. | | | | | |
|  GVRTA Senior Transportation Fund Financial Report - March, 2026 | | YTD | 2026 | | 2026 |
| | | Actual | Budget | Revisions | Projected |
| Beginning Fund Balance | | \$ 367,939 | \$ 386,454 | \$ (18,515) | \$ 367,939 |
| Revenues: | | | | | |
| | Sales Tax Revenues | \$ - | \$ 464,000 | \$ - | \$ 464,000 |
| Total Revenues | | \$ - | \$ 464,000 | \$ - | \$ 464,000 |
| Expenditures: | | | | | |
| | Capital Expenses | | \$ - | \$ 11,000 | \$ 11,000 |
| | Contracted Services | \$ 129,210.54 | \$ 460,000 | \$ 47,000 | \$ 507,000 |
| Total Expenditures | | \$ 129,210.54 | \$ 460,000 | \$ 58,000 | \$ 518,000 |
| Ending Fund Balance | | \$ 238,728 | \$ 390,454 | \$ (76,515) | \$ 313,939 |
| Report shows posted revenues through March and expenditures through March. | | | | | |
| Report prepared by Scott Truex with information from the County Finance department on May 9, 2026. | | | | | |

Summary of all Funds


|  GVRTA Total Revenues and Expenditures Financial Report - March, 2026 | YTD Actual | 2026 Budget | Revisions | 2026 Projected |
|--|---------------|----------------|------------|-------------------|
| Beginning Fund Balance | \$ 5,929,196 | \$ 5,755,662 | \$ 173,534 | \$ 5,929,196 |
| Revenues: | \$ 3,397,533 | \$ 11,902,632 | \$ 241,223 | \$ 12,143,855 |
| Expenditures: | \$ 5,031,829 | \$ 12,922,503 | \$ 111,501 | \$ 13,034,004 |
| Ending Fund Balance | \$ 4,294,900 | \$ 4,735,791 | \$ 303,256 | \$ 5,039,047 |

Report shows posted revenues through March and expenditures through March.
Report prepared by Scott Truex with information from the County Finance department on May 9, 2026.

|  GVRTA Summary of all Funds Financial Report - March, 2026 | 2026 Actual Beginning Balance | YTD Current Balances | 2026 Budget Ending Balance | Revisions | 2026 Projected Ending Balance |
|---|--|----------------------------|----------------------------------|-------------|--|
| Fund Balances | | | | | |
| Unrestricted General Fund Balance | \$ 3,231,958 | \$ 2,477,300 | \$ 2,380,484 | \$ 359,337 | \$ 2,739,821 |
| Capital Reserve Fund Balance | \$ 336,843 | \$ (378,384) | \$ 6,252 | \$ 19,935 | \$ 26,187 |
| Air Command Fund Balance | \$ 1,992,456 | \$ 1,957,256 | \$ 1,958,601 | \$ 499 | \$ 1,959,100 |
| Senior Transportation Fund Balance | \$ 367,939 | \$ 238,728 | \$ 390,454 | \$ (76,515) | \$ 313,939 |
| Total Fund Balance | \$ 5,929,196 | \$ 4,294,900 | \$ 4,735,791 | \$ 303,256 | \$ 5,039,047 |

Report shows posted revenues through March and expenditures through March.
Report prepared by Scott Truex with information from the County Finance department on May 9, 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 | | | | | | | | | | |
| Lazy K 117 Chipeta Ct Unit A | 2022 | 2022 | \$ 357,932 | \$ - | \$ 357,932 | X | X | X | X | | | | | | | | | | |
| Lazy K 117 Chipeta Ct Unit B | 2022 | 2022 | \$ 357,932 | \$ - | \$ 357,932 | | | | X | | | | | | | | | | |
| 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 | X | X | | | | | | | | | | |
| Lazy K 117 Chipeta Ct Unit E | 2022 | 2022 | \$ 357,932 | \$ - | \$ 357,932 | X | X | 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 | X | X | | | | | | | | | | |
| | | | \$ 3,643,689 | \$ - | \$ 3,643,689 | 6 | 5 | 5 | 6 | | | | | | | | | | |

| GVRTA Housing: Revenues and Expenses | 2022 | 2023 | 2024 | 2025 | YTD 2026 | Total |
|---|----------|-----------|-----------|-----------|-------------|------------|
| Rental Income | \$ 6,269 | \$ 46,121 | \$ 83,651 | \$ 93,773 | \$ 24,300 | \$ 254,114 |
| 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 |
| Utilities (unocc. units) | \$ - | \$ 9,538 | \$ 4,589 | \$ 1,532 | \$ - | \$ 15,659 |
| Minor repairs & Maint. | \$ - | \$ - | \$ - | \$ 3,666 | \$ 23,591 | \$ 27,258 |
| Insurance Deductible | \$ - | \$ - | \$ - | \$ - | \$ 10,000 | \$ 10,000 |
| Total Expenses | \$ 499 | \$ 19,380 | \$ 15,929 | \$ 17,096 | \$ 45,933 | \$ 98,837 |
| Added to General Fund | \$ 5,770 | \$ 26,741 | \$ 67,722 | \$ 76,677 | \$ (21,633) | \$ 155,277 |

GVRTA Capital Assets & Bus Fleet:

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

| 2026 GVRTA Bus Fleet | | | Initial | Grant | Grant | Local | 12-Yr dep. | 2026 | Odometer |
|---------------------------------|------|--------|---------------|--------------|--------------|--------------|--------------|---------------|----------|
| Bus # | Year | Fuel | Price | Source | Funding | Funding | Current | Replacement | (1/1/26) |
| | | | | | | | Value | Cost | |
| 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% | | | |

RTA Board of Directors Meeting, May 2026

Air Program Report – Bill Tomcich

March Operational Results: GUC did see some weather challenges in early March, as did ORD.

- **United (SkyWest + Mesa Combined):** 95% completed, 86% on time.
- **American:** 92% completed, 76% on time.

April Operational Results (UA + AA Combined): 100% completed, 94.7% on time.

Final Winter Results with Comparisons to Prior Two Years: To briefly summarize, the six month winter IATA period from November - April as a whole was down less than 0.5% from the winter prior, with Nov +21% (driven by local usage), Dec down -0.7%, Jan down -2.0%, Feb down -0.6%, Mar down -7.9%, and Apr up +14.5% (again driven by local usage).

| Grand Total AA & UA Combined | Seats Booked | | | Capacity | | | Load Factor | | |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | <u>2025-26</u> | <u>2024-25</u> | <u>2023-24</u> | <u>2025-26</u> | <u>2024-25</u> | <u>2023-24</u> | <u>2025-26</u> | <u>2024-25</u> | <u>2023-24</u> |
| November | 5,691 | 4,704 | 3,222 | 8,074 | 7,840 | 4,060 | | | |
| December | 12,558 | 12,642 | 10,214 | 16,823 | 18,004 | 14,420 | 75% | 70% | 71% |
| January | 16,797 | 17,147 | 14,791 | 23,105 | 26,124 | 22,232 | 73% | 66% | 67% |
| February | 18,734 | 18,852 | 16,200 | 23,697 | 23,028 | 20,002 | 79% | 82% | 81% |
| March | 18,286 | 19,863 | 16,001 | 25,370 | 26,492 | 21,586 | 72% | 75% | 74% |
| April | 6,142 | 5,363 | 3,732 | 10,800 | 9,192 | 6,158 | 57% | 58% | 61% |
| TOTAL | 78,208 | 78,571 | 64,160 | 107,869 | 110,680 | 88,458 | 73% | 71% | 73% |

By Airline: United passengers were up +10.5% overall against a capacity increase of +4.6% (mostly from IAH & ORD), while American passengers were down -25.9% with aircraft downgauged from A319s to CRJ700s and capacity trimmed from DFW by -20.6%.

By Route:

- UA/DEN: 48,235 – up +8.4% over last winter, 74.3% LF.
- UA/IAH: 10,352 – up +5.4% over last winter, 69.5% LF.
- UA/ORD: 2,076 – up +252% over last winter, 66.0% LF.
- AA/DFW: 17,545 – down -25.9% from last winter, 70.5% LF.

Final Winter MRG Results: As expected, the caps were reached on both IAH & ORD. This was no surprise with dwindling demand in March due to snow conditions combined with higher fuel costs. But neither cap was exceeded by much:

- IAH: Capped at \$204K after a final seasonal shortfall of \$259K.
- ORD: Capped at \$304K after a final seasonal shortfall of \$358K.

Current Published Schedules through Summer 2026:

- **United from DEN:** 2x daily through May 20, then 3x daily May 21 – Oct 24.
- **United from IAH:** 2x/week (Fri-Sat in / Sat-Sun out Jun 5 – Sep 20).
- **American from DFW:** One daily (A319) Jun 18 – Sep 8.
- **JSX from DAL:** Five days per week with 2x daily on most days Jun 11 – 29, then daily service July 1 through August 3 with service doubled-up on most days of the week, then service five days per week from August 6 – September 7. JSX continues to monitor bookings and adjust their capacity accordingly with AA now competing from DFW.



Bus program reports – April, 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 | 35,717 | 2,442 | 2,881 | 81,244 | 31 | 14.6 | 1,152.2 | 48,338 | 19.3 | 1,559.3 | (12,621) | -26.1% |
| April | 19,005 | 2,011 | 2,383 | 67,154 | 30 | 9.5 | 633.5 | 23,103 | 11.2 | 770.1 | (4,098) | -17.7% |
| May | | | | | | | | | | | | |
| June | | | | | | | | | | | | |
| July | | | | | | | | | | | | |
| August | | | | | | | | | | | | |
| September | | | | | | | | | | | | |
| October | | | | | | | | | | | | |
| November | | | | | | | | | | | | |
| December | | | | | | | | | | | | |
| Total | 133,715 | 9,211 | 11,153 | 308,114 | 120 | 14.5 | 1,114.3 | 168,688 | | | (34,973) | -20.7% |

| 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 | 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 | - | 7,108 | 72,363 | 245,669 | 173,306 | 9.119 | 317 | 3,704 | 3,387 | 0.178 | - | - |
| May | | | | | | | | | | | | | | |
| June | | | | | | | | | | | | | | |
| July | | | | | | | | | | | | | | |
| August | | | | | | | | | | | | | | |
| September | | | | | | | | | | | | | | |
| October | | | | | | | | | | | | | | |
| November | | | | | | | | | | | | | | |
| December | | | | | | | | | | | | | | |
| Total | 133,715 | 9,211 | 27,974 | 25,934 | 449,331 | 1,728,473 | 1,279,142 | 9.566 | 1,186 | 26,061 | 24,875 | 0.186 | 55,589 | 0.416 |

Automobile emissions vs. GVRTA bus emissions:
 3.77 automobile trips create the same amount of CO2 as the average GVRTA bus trip.
 One car trip creates the same amount of NOx as 1.51 average GVRTA bus trips.
 The RTA averaged 14.5 passengers per bus in this time period.

Notes for Calculations:
 Each one way trip by bus creates approximately 48.782 Kg of CO2 emissions and 0.1287 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.

Passengers by Stop – Winter, 2025-26

| 2025-226 Winter 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 | Riverland | Brush Creek | Riverbend | CB 4-Way | Total Northbound Passengers | | | |
| 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 | 31 | 1,413 | 487 | 1,248 | 1,760 | 1,972 | 1,957 | 1,128 | 1,313 | 2,139 | 448 | 760 | 963 | 2,275 | 526 | 107 | 181 | 194 | 1,072 | 19,417 | | | |
| April | 5 | 191 | 64 | 169 | 228 | 228 | 273 | 173 | 193 | 318 | 58 | 100 | 110 | 391 | 73 | 24 | 33 | 41 | 129 | 2,723 | | | |
| Total | 131 | 6,167 | 2,477 | 5,281 | 7,651 | 8,740 | 8,724 | 5,582 | 5,889 | 9,850 | 1,992 | 3,264 | 4,884 | 9,513 | 2,163 | 513 | 876 | 977 | 5,349 | 87,729 | | | |
| Avg / Day | | 47.1 | 18.9 | 40.3 | 58.4 | 66.7 | 66.6 | 42.6 | 45.0 | 75.2 | 15.2 | 24.9 | 37.3 | 72.6 | 16.5 | 3.9 | 6.7 | 7.5 | 40.8 | 669.7 | | | |

| 2024-2025 Winter 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 Southbound Passengers | | |
| 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 | 31 | 6,917 | 7,379 | 77 | 162 | 138 | 587 | 2,598 | 313 | 76 | 365 | 286 | 16,300 | | |
| April | 5 | 905 | 1,128 | 15 | 18 | 14 | 87 | 433 | 50 | 21 | 64 | 21 | 2,323 | | |
| Total | 131 | 33,287 | 31,045 | 344 | 643 | 664 | 2,595 | 10,255 | 1,501 | 405 | 1,357 | 1,101 | 72,942 | | |
| Avg / Day | | 254.1 | 237.0 | 2.6 | 4.9 | 5.1 | 19.8 | 78.3 | 11.5 | 3.1 | 10.4 | 8.4 | 556.8 | | |

Passenger Boardings by Time – Winter, 2025-26

| Gunnison Valley RTA Passengers by Time - Winter 2025-26 | | | | | | | | | Average Riders per Bus - Winter 2025-26 | | | | | | | | | | |
|---|------------|--------------|---------------|---------------|---------------|---------------|--------------|---------------|---|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|-------|
| Departing Rec. Center | Northbound | | | | | | | | Total | Departing Rec. Center | Northbound | | | | | | | | Total |
| | Nov | Dec | Jan | Feb | March | April | | | | | Nov | Dec | Jan | Feb | March | April | | | |
| 5:21 AM | 43 | 357 | 389 | 438 | 369 | 36 | | 1,632 | 5:21 AM | 8.6 | 11.5 | 12.5 | 15.6 | 11.9 | 7.2 | 12.5 | | | |
| 5:51 AM | 29 | 381 | 480 | 334 | 270 | 34 | | 1,528 | 5:51 AM | 5.8 | 12.3 | 15.5 | 11.9 | 8.7 | 6.8 | 11.7 | | | |
| 6:21 AM | 59 | 577 | 689 | 648 | 606 | 80 | | 2,659 | 6:21 AM | 11.8 | 18.6 | 22.2 | 23.1 | 19.5 | 16.0 | 20.3 | | | |
| 6:36 AM | 36 | 603 | 797 | 727 | 619 | 76 | | 2,858 | 6:36 AM | 7.2 | 19.5 | 25.7 | 26.0 | 20.0 | 15.2 | 21.8 | | | |
| 6:51 AM | 93 | 858 | 822 | 700 | 817 | 101 | | 3,391 | 6:51 AM | 18.6 | 27.7 | 26.5 | 25.0 | 26.4 | 20.2 | 25.9 | | | |
| 7:06 AM | 22 | 604 | 793 | 736 | 654 | 82 | | 2,891 | 7:06 AM | 4.4 | 19.5 | 25.6 | 26.3 | 21.1 | 16.4 | 22.1 | | | |
| 7:26 AM | 100 | 1244 | 1209 | 1309 | 1197 | 112 | | 5,171 | 7:26 AM | 20.0 | 40.1 | 39.0 | 46.8 | 38.6 | 22.4 | 39.5 | | | |
| 7:56 AM | 83 | 986 | 1143 | 1071 | 819 | 90 | | 4,192 | 7:56 AM | 16.6 | 31.8 | 36.9 | 38.3 | 26.4 | 18.0 | 32.0 | | | |
| 8:26 AM | 79 | 709 | 787 | 802 | 619 | 71 | | 3,067 | 8:26 AM | 15.8 | 22.9 | 25.4 | 28.6 | 20.0 | 14.2 | 23.4 | | | |
| 8:41 AM | 60 | 537 | 705 | 689 | 560 | 76 | | 2,627 | 8:41 AM | 12.0 | 17.3 | 22.7 | 24.6 | 18.1 | 15.2 | 20.1 | | | |
| 8:56 AM | 80 | 491 | 519 | 516 | 403 | 42 | | 2,051 | 8:56 AM | 16.0 | 15.8 | 16.7 | 18.4 | 13.0 | 8.4 | 15.7 | | | |
| 9:11 AM | 54 | 392 | 448 | 473 | 332 | 55 | | 1,754 | 9:11 AM | 10.8 | 12.6 | 14.5 | 16.9 | 10.7 | 11.0 | 13.4 | | | |
| 9:31 AM | 80 | 488 | 631 | 596 | 434 | 47 | | 2,276 | 9:31 AM | 16.0 | 15.7 | 20.4 | 21.3 | 14.0 | 9.4 | 17.4 | | | |
| 10:01 AM | 95 | 697 | 862 | 722 | 634 | 143 | | 3,153 | 10:01 AM | 19.0 | 22.5 | 27.8 | 25.8 | 20.5 | 28.6 | 24.1 | | | |
| 10:31 AM | 65 | 829 | 929 | 984 | 756 | 116 | | 3,679 | 10:31 AM | 13.0 | 26.7 | 30.0 | 35.1 | 24.4 | 23.2 | 28.1 | | | |
| 11:01 AM | 111 | 702 | 726 | 686 | 648 | 119 | | 2,992 | 11:01 AM | 22.2 | 22.6 | 23.4 | 24.5 | 20.9 | 23.8 | 22.8 | | | |
| 11:36 AM | 95 | 795 | 821 | 602 | 619 | 83 | | 3,015 | 11:36 AM | 19.0 | 25.6 | 26.5 | 21.5 | 20.0 | 16.6 | 23.0 | | | |
| 12:06 PM | 76 | 517 | 598 | 497 | 533 | 114 | | 2,335 | 12:06 PM | 15.2 | 16.7 | 19.3 | 17.8 | 17.2 | 22.8 | 17.8 | | | |
| 12:36 PM | 107 | 705 | 582 | 514 | 544 | 78 | | 2,530 | 12:36 PM | 21.4 | 22.7 | 18.8 | 18.4 | 17.5 | 15.6 | 19.3 | | | |
| 12:51 PM | 37 | 329 | 413 | 309 | 330 | 42 | | 1,460 | 12:51 PM | 7.4 | 10.6 | 13.3 | 11.0 | 10.6 | 8.4 | 11.1 | | | |
| 1:21 PM | 59 | 447 | 424 | 444 | 420 | 48 | | 1,842 | 1:21 PM | 11.8 | 14.4 | 13.7 | 15.9 | 13.5 | 9.6 | 14.1 | | | |
| 1:41 PM | 61 | 378 | 375 | 372 | 349 | 40 | | 1,575 | 1:41 PM | 12.2 | 12.2 | 12.1 | 13.3 | 11.3 | 8.0 | 12.0 | | | |
| 2:11 PM | 83 | 541 | 571 | 510 | 587 | 60 | | 2,352 | 2:11 PM | 16.6 | 17.5 | 18.4 | 18.2 | 18.9 | 12.0 | 18.0 | | | |
| 2:26 PM | 54 | 373 | 418 | 423 | 440 | 67 | | 1,775 | 2:26 PM | 10.8 | 12.0 | 13.5 | 15.1 | 14.2 | 13.4 | 13.5 | | | |
| 2:56 PM | 100 | 538 | 590 | 525 | 554 | 69 | | 2,376 | 2:56 PM | 20.0 | 17.4 | 19.0 | 18.8 | 17.9 | 13.8 | 18.1 | | | |
| 3:11 PM | 27 | 356 | 339 | 298 | 307 | 34 | | 1,361 | 3:11 PM | 5.4 | 11.5 | 10.9 | 10.6 | 9.9 | 6.8 | 10.4 | | | |
| 3:26 PM | 20 | 385 | 432 | 391 | 400 | 58 | | 1,686 | 3:26 PM | 4.0 | 12.4 | 13.9 | 14.0 | 12.9 | 11.6 | 12.9 | | | |
| 3:46 PM | 44 | 604 | 599 | 528 | 592 | 78 | | 2,445 | 3:46 PM | 8.8 | 19.5 | 19.3 | 18.9 | 19.1 | 15.6 | 18.7 | | | |
| 4:16 PM | 27 | 519 | 490 | 489 | 470 | 96 | | 2,091 | 4:16 PM | 5.4 | 16.7 | 15.8 | 17.5 | 15.2 | 19.2 | 16.0 | | | |
| 4:31 PM | 23 | 350 | 334 | 310 | 369 | 63 | | 1,449 | 4:31 PM | 4.6 | 11.3 | 10.8 | 11.1 | 11.9 | 12.6 | 11.1 | | | |
| 5:01 PM | 48 | 525 | 520 | 515 | 495 | 69 | | 2,172 | 5:01 PM | 9.6 | 16.9 | 16.8 | 18.4 | 16.0 | 13.8 | 16.6 | | | |
| 5:31 PM | 52 | 382 | 409 | 398 | 361 | 62 | | 1,664 | 5:31 PM | 10.4 | 12.3 | 13.2 | 14.2 | 11.6 | 12.4 | 12.7 | | | |
| 6:01 PM | 32 | 375 | 427 | 447 | 464 | 54 | | 1,799 | 6:01 PM | 6.4 | 12.1 | 13.8 | 16.0 | 15.0 | 10.8 | 13.7 | | | |
| 6:36 PM | 32 | 330 | 429 | 348 | 331 | 49 | | 1,519 | 6:36 PM | 6.4 | 10.6 | 13.8 | 12.4 | 10.7 | 9.8 | 11.6 | | | |
| 7:06 PM | 20 | 303 | 356 | 361 | 278 | 82 | | 1,400 | 7:06 PM | 4.0 | 9.8 | 11.5 | 12.9 | 9.0 | 16.4 | 10.7 | | | |
| 7:36 PM | 18 | 232 | 258 | 265 | 299 | 34 | | 1,106 | 7:36 PM | 3.6 | 7.5 | 8.3 | 9.5 | 9.6 | 6.8 | 8.4 | | | |
| 8:06 PM | 23 | 183 | 227 | 219 | 282 | 43 | | 977 | 8:06 PM | 4.6 | 5.9 | 7.3 | 7.8 | 9.1 | 8.6 | 7.5 | | | |
| 8:41 PM | 24 | 196 | 201 | 269 | 207 | 45 | | 942 | 8:41 PM | 4.8 | 6.3 | 6.5 | 9.6 | 6.7 | 9.0 | 7.2 | | | |
| 9:11 PM | 16 | 183 | 216 | 213 | 148 | 39 | | 815 | 9:11 PM | 3.2 | 5.9 | 7.0 | 7.6 | 4.8 | 7.8 | 6.2 | | | |
| 9:41 PM | 12 | 134 | 124 | 139 | 151 | 25 | | 585 | 9:41 PM | 2.4 | 4.3 | 4.0 | 5.0 | 4.9 | 5.0 | 4.5 | | | |
| 10:11 PM | 10 | 137 | 102 | 127 | 150 | 11 | | 537 | 10:11 PM | 2.0 | 4.4 | 3.3 | 4.5 | 4.8 | 2.2 | 4.1 | | | |
| Total | | 2,189 | 20,272 | 22,184 | 20,944 | 19,417 | 2,723 | 87,729 | Total | 10.7 | 15.9 | 17.5 | 18.2 | 15.3 | 13.3 | 16.3 | | | |

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 | 147 | 147 | 25 | 696 | 6:40 AM | 2.8 | 6.1 | 5.1 | 5.8 | 4.7 | 5.0 | | 5.3 |
| 7:10 AM | 11 | 188 | 242 | 201 | 201 | 165 | 43 | 850 | 7:10 AM | 2.2 | 6.1 | 7.8 | 7.2 | 5.3 | 8.6 | | 6.5 |
| 7:40 AM | 12 | 140 | 130 | 143 | 131 | 131 | 9 | 565 | 7:40 AM | 2.4 | 4.5 | 4.2 | 5.1 | 4.2 | 1.8 | | 4.3 |
| 7:55 AM | 4 | 81 | 88 | 103 | 115 | 115 | 13 | 404 | 7:55 AM | 0.8 | 2.6 | 2.8 | 3.7 | 3.7 | 2.6 | | 3.1 |
| 8:10 AM | 10 | 74 | 66 | 74 | 91 | 91 | 14 | 329 | 8:10 AM | 2.0 | 2.4 | 2.1 | 2.6 | 2.9 | 2.8 | | 2.5 |
| 8:25 AM | 5 | 69 | 97 | 70 | 75 | 75 | 9 | 325 | 8:25 AM | 1.0 | 2.2 | 3.1 | 2.5 | 2.4 | 1.8 | | 2.5 |
| 8:45 AM | 9 | 127 | 119 | 146 | 143 | 143 | 20 | 564 | 8:45 AM | 1.8 | 4.1 | 3.8 | 5.2 | 4.6 | 4.0 | | 4.3 |
| 9:15 AM | 10 | 160 | 208 | 132 | 120 | 120 | 20 | 650 | 9:15 AM | 2.0 | 5.2 | 6.7 | 4.7 | 3.9 | 4.0 | | 5.0 |
| 9:45 AM | 35 | 173 | 154 | 103 | 150 | 150 | 21 | 636 | 9:45 AM | 7.0 | 5.6 | 5.0 | 3.7 | 4.8 | 4.2 | | 4.9 |
| 10:00 AM | 6 | 97 | 118 | 101 | 120 | 120 | 17 | 459 | 10:00 AM | 1.2 | 3.1 | 3.8 | 3.6 | 3.9 | 3.4 | | 3.5 |
| 10:15 AM | 14 | 113 | 103 | 90 | 127 | 127 | 1 | 448 | 10:15 AM | 2.8 | 3.6 | 3.3 | 3.2 | 4.1 | 0.2 | | 3.4 |
| 10:30 AM | 11 | 115 | 118 | 99 | 85 | 85 | 33 | 461 | 10:30 AM | 2.2 | 3.7 | 3.8 | 3.5 | 2.7 | 6.6 | | 3.5 |
| 10:50 AM | 28 | 161 | 236 | 148 | 154 | 154 | 21 | 748 | 10:50 AM | 5.6 | 5.2 | 7.6 | 5.3 | 5.0 | 4.2 | | 5.7 |
| 11:20 AM | 46 | 247 | 253 | 279 | 213 | 213 | 46 | 1,084 | 11:20 AM | 9.2 | 8.0 | 8.2 | 10.0 | 6.9 | 9.2 | | 8.3 |
| 11:50 AM | 64 | 386 | 420 | 350 | 286 | 286 | 30 | 1,536 | 11:50 AM | 12.8 | 12.5 | 13.5 | 12.5 | 9.2 | 6.0 | | 11.7 |
| 12:20 PM | 65 | 376 | 365 | 330 | 234 | 234 | 51 | 1,421 | 12:20 PM | 13.0 | 12.1 | 11.8 | 11.8 | 7.5 | 10.2 | | 10.8 |
| 12:55 PM | 58 | 445 | 511 | 389 | 394 | 394 | 62 | 1,859 | 12:55 PM | 11.6 | 14.4 | 16.5 | 13.9 | 12.7 | 12.4 | | 14.2 |
| 1:25 PM | 56 | 490 | 499 | 438 | 350 | 350 | 66 | 1,899 | 1:25 PM | 11.2 | 15.8 | 16.1 | 15.6 | 11.3 | 13.2 | | 14.5 |
| 1:55 PM | 91 | 629 | 726 | 600 | 589 | 589 | 110 | 2,745 | 1:55 PM | 18.2 | 20.3 | 23.4 | 21.4 | 19.0 | 22.0 | | 21.0 |
| 2:10 PM | 44 | 438 | 469 | 426 | 341 | 341 | 37 | 1,755 | 2:10 PM | 8.8 | 14.1 | 15.1 | 15.2 | 11.0 | 7.4 | | 13.4 |
| 2:40 PM | 82 | 671 | 657 | 561 | 531 | 531 | 77 | 2,579 | 2:40 PM | 16.4 | 21.6 | 21.2 | 20.0 | 17.1 | 15.4 | | 19.7 |
| 3:00 PM | 33 | 514 | 622 | 602 | 463 | 463 | 57 | 2,291 | 3:00 PM | 6.6 | 16.6 | 20.1 | 21.5 | 14.9 | 11.4 | | 17.5 |
| 3:30 PM | 82 | 833 | 951 | 792 | 706 | 706 | 82 | 3,446 | 3:30 PM | 16.4 | 26.9 | 30.7 | 28.3 | 22.8 | 16.4 | | 26.3 |
| 3:45 PM | 37 | 713 | 822 | 840 | 926 | 926 | 79 | 3,417 | 3:45 PM | 7.4 | 23.0 | 26.5 | 30.0 | 29.9 | 15.8 | | 26.1 |
| 4:15 PM | 127 | 1284 | 1432 | 1286 | 1075 | 1075 | 144 | 5,348 | 4:15 PM | 25.4 | 41.4 | 46.2 | 45.9 | 34.7 | 28.8 | | 40.8 |
| 4:30 PM | 95 | 821 | 947 | 878 | 907 | 907 | 84 | 3,732 | 4:30 PM | 19.0 | 26.5 | 30.5 | 31.4 | 29.3 | 16.8 | | 28.5 |
| 4:45 PM | 79 | 845 | 760 | 752 | 734 | 734 | 88 | 3,258 | 4:45 PM | 15.8 | 27.3 | 24.5 | 26.9 | 23.7 | 17.6 | | 24.9 |
| 5:05 PM | 98 | 838 | 961 | 795 | 898 | 898 | 128 | 3,718 | 5:05 PM | 19.6 | 27.0 | 31.0 | 28.4 | 29.0 | 25.6 | | 28.4 |
| 5:35 PM | 68 | 796 | 894 | 816 | 706 | 706 | 110 | 3,390 | 5:35 PM | 13.6 | 25.7 | 28.8 | 29.1 | 22.8 | 22.0 | | 25.9 |
| 5:50 PM | 33 | 403 | 411 | 385 | 451 | 451 | 75 | 1,758 | 5:50 PM | 6.6 | 13.0 | 13.3 | 13.8 | 14.5 | 15.0 | | 13.4 |
| 6:20 PM | 64 | 562 | 682 | 670 | 653 | 653 | 77 | 2,708 | 6:20 PM | 12.8 | 18.1 | 22.0 | 23.9 | 21.1 | 15.4 | | 20.7 |
| 6:50 PM | 37 | 352 | 419 | 462 | 341 | 341 | 71 | 1,682 | 6:50 PM | 7.4 | 11.4 | 13.5 | 16.5 | 11.0 | 14.2 | | 12.8 |
| 7:20 PM | 23 | 304 | 422 | 369 | 422 | 422 | 61 | 1,601 | 7:20 PM | 4.6 | 9.8 | 13.6 | 13.2 | 13.6 | 12.2 | | 12.2 |
| 7:55 PM | 47 | 424 | 419 | 381 | 384 | 384 | 65 | 1,720 | 7:55 PM | 9.4 | 13.7 | 13.5 | 13.6 | 12.4 | 13.0 | | 13.1 |
| 8:25 PM | 62 | 436 | 491 | 468 | 359 | 359 | 70 | 1,886 | 8:25 PM | 12.4 | 14.1 | 15.8 | 16.7 | 11.6 | 14.0 | | 14.4 |
| 8:55 PM | 55 | 411 | 431 | 397 | 437 | 437 | 73 | 1,804 | 8:55 PM | 11.0 | 13.3 | 13.9 | 14.2 | 14.1 | 14.6 | | 13.8 |
| 9:25 PM | 51 | 343 | 541 | 498 | 466 | 466 | 65 | 1,964 | 9:25 PM | 10.2 | 11.1 | 17.5 | 17.8 | 15.0 | 13.0 | | 15.0 |
| 10:00 PM | 37 | 456 | 603 | 663 | 650 | 650 | 82 | 2,491 | 10:00 PM | 7.4 | 14.7 | 19.5 | 23.7 | 21.0 | 16.4 | | 19.0 |
| 10:30 PM | 30 | 438 | 454 | 478 | 369 | 369 | 33 | 1,802 | 10:30 PM | 6.0 | 14.1 | 14.6 | 17.1 | 11.9 | 6.6 | | 13.8 |
| 11:00 PM | 13 | 234 | 302 | 352 | 390 | 390 | 78 | 1,369 | 11:00 PM | 2.6 | 7.5 | 9.7 | 12.6 | 12.6 | 15.6 | | 10.5 |
| 11:30 PM | 14 | 317 | 415 | 320 | 402 | 402 | 76 | 1,544 | 11:30 PM | 2.8 | 10.2 | 13.4 | 11.4 | 13.0 | 15.2 | | 11.8 |
| Total | | 1,760 | 16,694 | 18,716 | 17,149 | 16,300 | 2,323 | 72,942 | Total | 8.6 | 13.1 | 14.7 | 14.9 | 12.8 | 11.3 | | 13.6 |
| Overall Total | | 3,949 | 36,966 | 40,900 | 38,093 | 35,717 | 5,046 | 160,671 | Overall Total | 9.6 | 14.5 | 16.1 | 16.6 | 14.1 | 12.3 | | 15.0 |

Winter 2025-26 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 |
| November | 5 | 205 | 3 | 202 | 1.5% | 84.2% | 92.6% | 96.5% | 1.0% | 2.5% |
| December | 31 | 1,271 | 15 | 1,256 | 1.2% | 83.6% | 92.9% | 94.5% | 1.1% | 4.4% |
| January | 31 | 1,271 | 17 | 1,254 | 1.3% | 88.8% | 93.0% | 94.3% | 0.5% | 5.2% |
| February | 28 | 1,148 | 22 | 1,126 | 1.9% | 84.4% | 95.6% | 97.8% | 1.9% | 0.4% |
| March | 31 | 1,271 | 62 | 1,209 | 4.9% | 93.9% | 98.6% | 99.0% | 0.3% | 0.7% |
| April | 5 | 205 | 3 | 202 | 1.5% | 93.6% | 97.0% | 98.5% | 0.0% | 1.5% |
| Total | 131 | 5,371 | 122 | 5,249 | 2.3% | 87.8% | 95.0% | 96.4% | 0.9% | 2.7% |

| 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 |
| November | 5 | 205 | 3 | 202 | 1.5% | 86.1% | 91.1% | 92.1% | 3.5% | 4.5% |
| December | 31 | 1,271 | 16 | 1,255 | 1.3% | 83.0% | 89.7% | 92.7% | 1.4% | 5.9% |
| January | 31 | 1,271 | 23 | 1,248 | 1.8% | 86.9% | 93.3% | 94.6% | 0.4% | 5.0% |
| February | 28 | 1,148 | 18 | 1,130 | 1.6% | 85.8% | 93.6% | 96.0% | 1.9% | 2.1% |
| March | 31 | 1,271 | 57 | 1,214 | 4.5% | 90.1% | 97.0% | 97.9% | 0.6% | 1.5% |
| April | 5 | 205 | 3 | 202 | 1.5% | 91.1% | 97.0% | 98.0% | 0.0% | 2.0% |
| Total | 131 | 5,371 | 120 | 5,251 | 2.2% | 86.6% | 93.4% | 95.3% | 1.1% | 3.6% |
| Average: | | | | | 2.3% | 87.2% | 94.2% | 95.8% | 1.0% | 3.2% |

Missed Runs - March

| Date | Lap | Time | Type | Description |
|-----------|-----|-------------|------------|----------------------------------|
| 3/1/2026 | B2 | 7:56:00 AM | Missed Lap | Mechanical |
| 3/1/2026 | H1 | 10:01:00 AM | Missed Lap | Driver Shortage |
| 3/1/2026 | G3 | 2:11:00 PM | Missed Lap | Driver Shortage |
| 3/2/2026 | F3 | 4:16:00 PM | Missed Lap | Driver Shortage |
| 3/2/2026 | F3 | 4:16:00 PM | Missed Lap | Driver Shortage |
| 3/2/2026 | B5 | 5:31:00 PM | Missed Lap | Driver Shortage |
| 3/2/2026 | F4 | 7:06:00 PM | Missed Lap | Driver Shortage |
| 3/2/2026 | F5 | 9:11:00 PM | Missed Lap | Driver Shortage |
| 3/3/2026 | B1 | 5:51:00 AM | Missed Lap | Driver Shortage |
| 3/4/2026 | B1 | 5:51:00 AM | Missed Lap | Driver Shortage |
| 3/4/2026 | E2 | 8:56:00 AM | Missed Lap | Driver Shortage |
| 3/5/2026 | E3 | 1:41:00 PM | Missed Lap | Driver Shortage |
| 3/5/2026 | F3 | 4:16:00 PM | Missed Lap | Driver Shortage |
| 3/6/2026 | B1 | 5:51:00 AM | Missed Lap | Driver Shortage |
| 3/6/2026 | C3 | 11:01:00 AM | Missed Lap | Driver Shortage |
| 3/6/2026 | E3 | 1:41:00 PM | Missed Lap | Mechanical |
| 3/6/2026 | F1 | 8:25:00 AM | Missed Lap | Southbound cancelled(mechanical) |
| 3/6/2026 | F2 | 10:30:00 AM | Missed Lap | Southbound cancelled(mechanical) |
| 3/7/2026 | D1 | 6:36:00 AM | Missed Lap | Driver Shortage |
| 3/7/2026 | F1 | 7:06:00 AM | Missed Lap | Driver Shortage |
| 3/7/2026 | F2 | 9:11:00 AM | Missed Lap | Driver Shortage |
| 3/8/2026 | G1 | 9:31:00 AM | Missed Lap | Mechanical |
| 3/9/2026 | C1 | 6:21:00 AM | Missed Lap | Driver Shortage |
| 3/9/2026 | D3 | 1:21:00 PM | Missed Lap | Mechanical |
| 3/9/2026 | B4 | 2:56:00 PM | Missed Lap | Driver Shortage |
| 3/9/2026 | B5 | 5:31:00 PM | Missed Lap | Driver Shortage |
| 3/10/2026 | C1 | 6:21:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | C1 | 6:21:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | F1 | 7:06:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | B2 | 7:56:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | C2 | 8:26:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | F2 | 9:11:00 AM | Missed Lap | Driver Shortage |
| 3/13/2026 | H2 | 12:06:00 PM | Missed Lap | Mechanical |
| 3/13/2026 | F4 | 7:06:00 PM | Missed Lap | Driver Shortage |
| 3/13/2026 | F5 | 9:11:00 PM | Missed Lap | Driver Shortage |
| 3/14/2026 | F1 | 7:06:00 AM | Missed Lap | Driver Shortage |
| 3/14/2026 | F2 | 9:11:00 AM | Missed Lap | Driver Shortage |
| 3/14/2026 | F4 | 7:06:00 PM | Missed Lap | Driver Shortage |
| 3/14/2026 | F5 | 9:11:00 PM | Missed Lap | Driver Shortage |
| 3/15/2026 | B1 | 5:51:00 AM | Missed Lap | Driver Shortage |
| 3/15/2026 | D1 | 6:36:00 AM | Missed Lap | Driver Shortage |
| 3/15/2026 | B2 | 7:56:00 AM | Missed Lap | Driver Shortage |
| 3/15/2026 | D2 | 8:41:00 AM | Missed Lap | Driver Shortage |
| 3/15/2026 | G1 | 9:31:00 AM | Missed Lap | Driver Shortage |
| 3/15/2026 | G2 | 11:36:00 AM | Missed Lap | Driver Shortage |
| 3/18/2026 | G1 | 9:31:00 AM | Missed Lap | Driver Shortage |
| 3/18/2026 | H3 | 4:30:00 PM | Missed Lap | Southbound cancelled(mechanical) |
| 3/18/2026 | H4 | 7:20:00 PM | Missed Lap | Southbound cancelled(mechanical) |
| 3/20/2026 | G1 | 9:31:00 AM | Missed Lap | Driver Shortage |
| 3/22/2026 | B1 | 5:51:00 AM | Missed Lap | Driver Shortage |
| 3/22/2026 | E1 | 6:51:00 AM | Missed Lap | Driver Shortage |
| 3/22/2026 | B2 | 7:56:00 AM | Missed Lap | Driver Shortage |
| 3/22/2026 | E2 | 8:56:00 AM | Missed Lap | Driver Shortage |
| 3/22/2026 | G1 | 9:31:00 AM | Missed Lap | Driver Shortage |
| 3/23/2026 | C1 | 6:21:00 AM | Missed Lap | Driver Shortage |
| 3/23/2026 | B3 | 12:51:00 PM | Missed Lap | Driver Shortage |
| 3/25/2026 | B5 | 5:31:00 PM | Missed Lap | Driver Shortage |
| 3/26/2026 | B5 | 5:31:00 PM | Missed Lap | Driver Shortage |
| 3/27/2026 | F1 | 7:06:00 AM | Missed Lap | Driver Shortage |
| 3/28/2026 | F1 | 7:06:00 AM | Missed Lap | Driver Shortage |

Missed Runs – April

| Date | Lap | Time | Type | Description |
|-----------|-----|-------------|------------|-----------------------------------|
| 4/2/2026 | G1 | 9:31:00 AM | Missed Lap | Driver shortage |
| 4/3/2026 | E2 | 8:56:00 AM | Missed Lap | Driver shortage |
| 4/5/2026 | E2 | 8:56:00 AM | Missed Lap | Driver shortage |
| 4/6/2026 | J1 | 2:11:00 PM | Missed Lap | Driver shortage |
| 4/6/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/7/2026 | I2 | 3:11:00 PM | Missed Lap | Driver shortage |
| 4/7/2026 | I3 | 5:16:00 PM | Missed Lap | Driver shortage |
| 4/7/2026 | M2 | 8:56:00 PM | Missed Lap | Driver shortage |
| 4/9/2026 | M1 | 6:51:00 PM | Missed Lap | Driver shortage |
| 4/11/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/13/2026 | F1 | 11:20:00 AM | Missed Lap | Mechanical (southbound cancelled) |
| 4/16/2026 | M1 | 6:51:00 PM | Missed Lap | Driver shortage |
| 4/16/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/17/2026 | G1 | 11:01:00 AM | Missed Lap | Driver shortage |
| 4/18/2026 | G1 | 11:01:00 AM | Missed Lap | Driver shortage |
| 4/19/2026 | M1 | 6:51:00 PM | Missed Lap | Driver shortage |
| 4/21/2026 | L1 | 6:16:00 PM | Missed Lap | Driver shortage |
| 4/24/2026 | H1 | 12:36:00 PM | Missed Lap | Driver shortage |
| 4/24/2026 | L1 | 6:16:00 PM | Missed Lap | Driver shortage |
| 4/24/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/25/2026 | L1 | 6:16:00 PM | Missed Lap | Driver shortage |
| 4/25/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/26/2026 | L2 | 8:21:00 PM | Missed Lap | Driver shortage |
| 4/27/2026 | L1 | 6:16:00 PM | Missed Lap | Driver shortage |
| 4/29/2026 | M2 | 8:56:00 PM | Missed Lap | Driver shortage |

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 | - | 8,245 | - | 8,926 | 810 | 11,179 | 10,147 | 9,622 | | | 4,075 |
| March | 3,418 | 11,940 | 0 | 5,914 | 3,772 | - | 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 | - | - | 1,553 | 2,279 | 3,279 | - | 8,972 | 10,090 | 9,205 | 8,193 | 6,297 | 315 |
| May | | | | | | | | | | | | | | | | |
| June | | | | | | | | | | | | | | | | |
| July | | | | | | | | | | | | | | | | |
| August | | | | | | | | | | | | | | | | |
| September | | | | | | | | | | | | | | | | |
| October | | | | | | | | | | | | | | | | |
| November | | | | | | | | | | | | | | | | |
| December | | | | | | | | | | | | | | | | |
| Total | 17,493 | 37,779 | 5,990 | 25,390 | 16,891 | 135 | 25,479 | 6,460 | 30,898 | 6,347 | 37,616 | 39,890 | 33,637 | 12,560 | 6,297 | 7,842 |

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 | | | | | | | | | | | | | | | | \$ - | |
| June | | | | | | | | | | | | | | | | \$ - | |
| July | | | | | | | | | | | | | | | | \$ - | |
| August | | | | | | | | | | | | | | | | \$ - | |
| September | | | | | | | | | | | | | | | | \$ - | |
| October | | | | | | | | | | | | | | | | \$ - | |
| November | | | | | | | | | | | | | | | | \$ - | |
| December | | | | | | | | | | | | | | | | \$ - | |
| Total | \$ 16,455 | \$ 2,746 | \$ 8,226 | \$ 3,269 | \$ 3,558 | \$ 6,560 | \$ 4,768 | \$ 1,955 | \$ 3,062 | \$ 2,377 | \$ 2,205 | \$ 630 | \$ 1,853 | \$ 649 | \$ - | \$ 72,866 | \$ 125,842 |

Senior Transportation Report

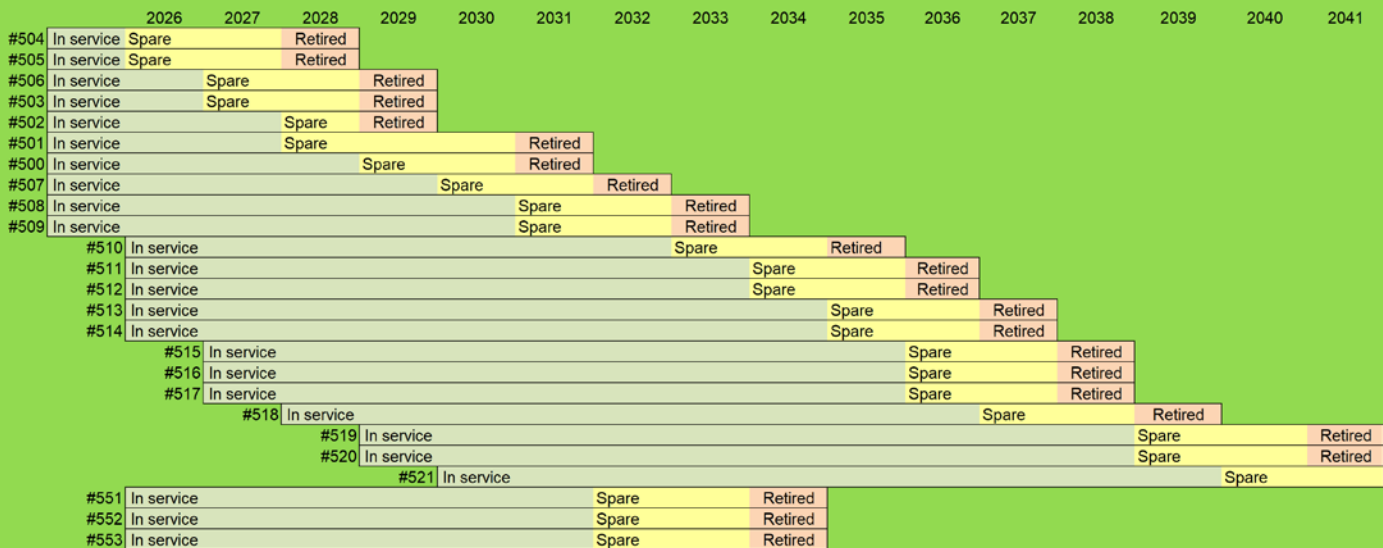
| Ridership on the RTA Funded Senior Services - 2025 | | | | | | | | | | |
|--|--------------|------------|--------------|--------------|---------------|---------------|------------------|------------------|-------------------|--|
| Month | GVH Riders | MX Riders | Total Riders | GVH Miles | MX Miles | 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 | | | | | | | | | | |
| May | | | | | | | | | | |
| June | | | | | | | | | | |
| July | | | | | | | | | | |
| August | | | | | | | | | | |
| September | | | | | | | | | | |
| October | | | | | | | | | | |
| November | | | | | | | | | | |
| December | | | | | | | | | | |
| Total | 2,893 | 874 | 3,767 | 7,965 | 18,893 | 26,858 | \$ 79,388 | \$ 49,821 | \$ 129,209 | |



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 | 750,833 | 2026 | 734,000 | 2028 | 754,000 |
| 505 | Deisel | 2017 | Local | Expansion | 726,878 | 2026 | 689,000 | 2028 | 709,000 |
| 506 | CNG | 2017 | Local/DOLA | Expansion | 588,500 | 2027 | 655,000 | 2029 | 675,000 |
| 503 | CNG | 2018 | 5339 | Replace BB | 569,078 | 2027 | 616,000 | 2029 | 688,000 |
| 502 | CNG | 2019 | State | Replace BB | 571,778 | 2028 | 689,000 | 2029 | 699,000 |
| 501 | CNG | 2019 | 5339 | Replace BB | 550,000 | 2028 | 684,000 | 2031 | 714,000 |
| 500 | CNG | 2020 | 5339/VW | Replace BB | 443,597 | 2029 | 622,000 | 2031 | 642,000 |
| 507 | CNG | 2021 | State | Expansion | 369,688 | 2030 | 639,000 | 2032 | 669,000 |
| 508 | CNG | 2023 | 5339 Disc | Expansion | 280,752 | 2031 | 642,000 | 2033 | 672,000 |
| 509 | CNG | 2023 | 5339 Disc | Expansion | 274,724 | 2031 | 649,000 | 2033 | 679,000 |
| 510 | Deisel | 2025 | Local | Expansion | 41,095 | 2033 | 680,000 | 2035 | 710,000 |
| 511 | Deisel | 2026 | 5339 | Replace 504 | 41,333 | 2034 | 680,000 | 2036 | 710,000 |
| 512 | Deisel | 2026 | 5339 | Replace 505 | 35,100 | 2034 | 680,000 | 2036 | 710,000 |
| 513 | Deisel | 2026 | 5339 | Expansion | 14,040 | 2035 | 680,000 | 2037 | 710,000 |
| 514 | Deisel | 2026 | 5339 | Expansion | 7,762 | 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 Disc | Expansion | - | 2036 | 680,000 | 2038 | 710,000 |
| 517 | Deisel | 2027 | 5339 Disc | Expansion | - | 2036 | 680,000 | 2038 | 710,000 |
| 518 | TBD | 2028 | TBD | Replace 503 | - | 2037 | 680,000 | 2039 | 710,000 |
| 519 | TBD | 2029 | TBD | Replace 501 | - | 2038 | 680,000 | 2040 | 710,000 |
| 520 | TBD | 2029 | TBD | Replace 502 | - | 2038 | 680,000 | 2040 | 710,000 |
| 521 | TBD | 2030 | TBD | Replace 500 | - | 2039 | 680,000 | 2041 | 710,000 |
| 522 | TBD | 2031 | TBD | Replace 507 | - | 2040 | 680,000 | 2042 | 710,000 |
| 523 | TBD | 2031 | TBD | Expansion | - | 2040 | 680,000 | 2042 | 710,000 |
| Smaller Cutaway Fleet (approx. 30 Passenger) | | | | | | | | | |
| Bus Number | Fuel | Year Purchased | Funding Source | | Current Mileage | Year transferred to spare fleet | Projected mileage at transfer | Retirement Year | Projected mileage at retirement |
| Future purchases | | | | | | | | | |
| 551 | Deisel | 2026/27 | CTE | | - | 2032 | 348,000 | 2034 | 378,000 |
| 552 | Deisel | 2026/27 | CTE | | - | 2032 | 358,000 | 2034 | 388,000 |
| 553 | Deisel | 2026/27 | CTE | | - | 2032 | 358,000 | 2034 | 388,000 |

Fleet Replacement Schedule





Executive Director's Report

May 22, 2026 Board Meeting Packet

April ridership numbers:

In April, we carried 19,005 people – which was down 17% from last April.

- After the ski area closed, we averaged 558 passengers per day.
- Last year, that number was 588, so most of the decline was during the last few days of the ski season.

Grant updates:

All of the grants continue to move through their respective processes 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.
- We will be requesting reimbursement of approximately \$1,416,000 for coaches 513 and 514 in the next week or so.
- I submitted our last reimbursement request for our operating grant of \$378,019 last week and as soon as I receive confirmation of payment, I will request a close out this grant. I expect this to happen by the end of May.
- We are currently waiting for a scope of work and a for a contract to be offered by CDOT for \$768,557 in FTA Section 5339(b) grant funding to replace coach #506.
- 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 grant contract from CDOT 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.

Other matters:

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

- February and March sales tax revenues were substantially higher than last year. This doesn't make intuitive sense and I am working with the County Finance Department to determine if there were some large vendors making out of period payments, or if there is another explanation. I will update you at the meeting if I have any more information.
- We have resolved the issues with CDOT regarding the contract for our subsidy of the second daily Bustang Outrider bus to Denver. I expect to receive the contract regarding our shortly and will sign it.
- Mike has been installing bike racks at the bus stops along Hwy 135.
- Mike and I attended the Spring CASTA conference this past week. I attended the CASTA Board Meeting, the CREST committee meeting, and a couple of other sessions, while Mike attended several training sessions.

- The Department of Revenue is auditing our first quarter fuel tax reimbursement request and I've sent them the information that they have requested. I believe that they will sign off on the request and that we will receive the funds shortly. I will let you know if there are any issues.
- We have submitted our 2027 application for insurance coverage with CIRSA. As part of that process, I learned that we need to include capital expenses in our operating budget. Since this hasn't been done in the past, I will keep you posted on how this impacts our insurance costs going forward.
- Kathy and I are continuing to work on a new GVRTA purchasing and procurement policy and hope to have a document ready for you at our June meeting.



MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Ratification of expenditure of up to \$11,500 for a new wheelchair lift for GVH senior bus

Board Members,

At your last Board meeting, I notified you that we needed to replace a wheelchair lift in one of the GVH senior buses and that the cost would be around \$11,000. Since then, I have authorized GVH to purchase and install the lift and I have signed a quote with Davey Coach so that they can do the work.

The quote came in at \$10,607 and shipping should be between \$300 and \$500.

The installation has not been complete yet, and I have not received the final invoice. Therefore, in order to cover any other small costs, I would request a ***motion to authorize the payment of up to \$11,500 to Davey Coach for the installation of a new wheelchair lift in the GVH senior bus.***

Please note that Kathy and I are working on a new procurement and purchasing policy which would likely make this motion unnecessary in the future. We plan to have the new policy ready for adoption at the next board meeting.

Thank you,
Scott Truex
Executive Director

2027 Section 5311 GVRTA Operating Grant Application

Project Title:

Gunnison - Mt. Crested Butte Commuter Bus Service 2027

Project Description:

In 2027, the GVRTA will provide 84 one-way bus trips along our Commuter Bus service route in the winter, spring, summer, and fall. This will total approximately 38,000 service hours.

Please describe the expected outcome of this project:

We expect to carry approximately 425,000 passengers in 2027 on our Commuter Bus service route between Gunnison and Mt. Crested Butte. We plan to provide approximately 38,000 service hours and 990,000 service miles on our fare free route.

Please describe the service being provided as part of this project, including the type of service (fixed, deviated fixed, or both), service area, estimated number of trips, and days and hours of service:

We plan to provide approximately 425,000 passenger trips with a daily schedule starting at 5:21 a.m. and ending at 12:15 a.m. the next day. The GVRTA contracts with Alpine Express (AEX, Inc.) to provide GVRTA Commuter Bus (CB) service using GVRTA vehicles between Gunnison and Mt. CB. The GVRTA operates 365 days each year and provides free (no fee) commuter bus transportation to the general public between the City of Gunnison and the towns of Crested Butte and Mt. Crested Butte. The 32-mile one-way trip serves loops through the City of Gunnison to pick up and drop off passengers and stops at the major intersections along Hwy 135 with a stop at the Crested Butte South (CB South) subdivision in both directions.

Stops serve the following areas:

- Gunnison City Recreation Center
- Northwest Gunnison Residential Areas (Gunnison County Library and Community Schools)
- West Gunnison Residential Areas
- Central Gunnison Residential Areas
- East Gunnison Residential Areas (connects to Bustang Outrider service to Denver & Pueblo)
- Western State Colorado University
- Gunnison Valley Hospital
- North Gunnison Commercial Areas (including WalMart and City Market)
- Gunnison River residential area (flag stop)
- Hwy 135 – Almont (flag stop)
- Red Mountain Park at Crested Butte South
- Riverland Industrial Park (flag stop)
- Hwy 135 and Brush Creek Rd. (flag stop)
- Hwy 135 and Riverbend (flag stop)
- Crested Butte Four Way Stop (connects to Mt. Express and Bustang Outrider)
- Mt. Crested Butte Transit Center (connects to Mt. Express)

Over the past several years, the GVRTA has increased service levels substantially. In 2025, GVRTA’s service hours were six times what they were in 2014. In 2027, the schedule will provide 82 one-way trips in winter, spring, summer, and fall. This is an increase of service of 24% in the spring summer and fall over 2026.

Project Budget:

Revenues

| Gunnison Valley Transportation Authority (GVRTA) | | | |
|--|------------------------|-------------------------------------|----------------------------------|
| Revenues - 2025-2027 | | | |
| Budget Programs | | | |
| 92210000 G1041 & 92210000 G1042 | | | |
| | 2025 Actual | 2026 Approved Budget | 2027 Draft Budget |
| Revenues: | | | |
| FTA 5311 Admin. & Operating Grants | \$ 367,008 | \$ 378,000 | \$ 389,359 |
| Clean Transit Enterprise Service Expansion Operating Grant | \$ - | \$ - | \$ 316,000 |
| Sales Tax Revenues (local match) | \$ 3,987,745 | \$ 4,433,500 | \$ 4,740,641 |
| Total Revenues: | \$ 4,354,753 | \$ 4,811,500 | \$ 5,446,000 |

Expenses

| Gunnison Valley Transportation Authority (GVRTA) | | | | | | |
|---|------|--------------------------|----------------------------|------------------------|-------------------------------------|----------------------------------|
| Expenses - 2025-2027 | | | | | | |
| Budget Programs | | | | | | |
| 92210000 G1041 & 92210000 G1042 | | | | | | |
| | | | | 2025 Actual | 2026 Approved Budget | 2027 Draft Budget |
| | Item | Budget Line | CDOT Reference | | | |
| Expenses | | | | | | |
| Admin | 7328 | Management & Ops | Consultants | \$ 179,238 | \$ 188,500 | \$ 196,000 |
| Operations | 6320 | Diesel Fuel | Fuel | \$ 87,457 | \$ 250,000 | \$ 375,000 |
| Operations | 6350 | CNG Fuel | Fuel | \$ 384,623 | \$ 300,000 | \$ 250,000 |
| Operations | 7220 | Repair & Maintenance | Vehicle Maintenance | \$ 532,959 | \$ 673,000 | \$ 770,000 |
| Operations | 9027 | Purchased Transportation | Purchased Transit Services | \$ 3,170,476 | \$ 3,400,000 | \$ 3,855,000 |
| Total Expenses: | | | | \$ 4,354,753 | \$ 4,811,500 | \$ 5,446,000 |



May 22, 2026

Colorado Department of Transportation
Division of Transit and Rail

To Whom it May Concern,

Please accept this letter of support for the Gunnison Valley RTA application for 2027 FTA Section 5311 Operating and Administration grant funds to fund the GVRTA Commuter Bus system in 2027.

These funds will allow the GVRTA to continue to serve the residents and visitors to our valley at levels which will support the economic viability of our community. The RTA Board of Directors, including representatives from the Towns of Crested Butte and Mt. Crested Butte, City of Gunnison, and Gunnison County are all supportive of this initiative.

The Gunnison Valley RTA is a valuable service for both our residents and visitors. To support this grant application, the GVRTA Board of Directors has identified GVRTA funds to provide as local match for operating this service.

Thank you for your consideration,

Sincerely,

Matthew Schwartz,
Board Chair
Gunnison Valley RTA



MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Request for authorization to purchase a bus shelter for the Gunnison Recreation Center Bus Stop

Board Members,

The City of Gunnison is in the process of replacing the sidewalk along Spencer Avenue in front of the Recreation Center and they will be providing a cement pad where we can place a new bus shelter.

We had previously planned to upgrade this bus stop as part of our capital projects in 2027, but since the concreted pad will be available this summer, I suggest that we go ahead and install a new shelter this year.

The last time we ordered a shelter this size was for the library bus stop and the cost was about \$13,300 plus shipping. The shipping was about \$4,400 for three shelters. If we include inflation, I anticipate the total cost for this shelter to be in the neighborhood of \$18,000 and I would like a little cushion in case my estimate is low.

If you agree, I would request a ***motion to authorize the payment of up to \$20,000 to the Tolar Manufacturing Company for a new 17' transit shelter with solar lights and a bench.***

Thank you,
Scott Truex
Executive Director



MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Transit center project update

Board Members,

I'm happy to report that the design process for the new transit center is underway.

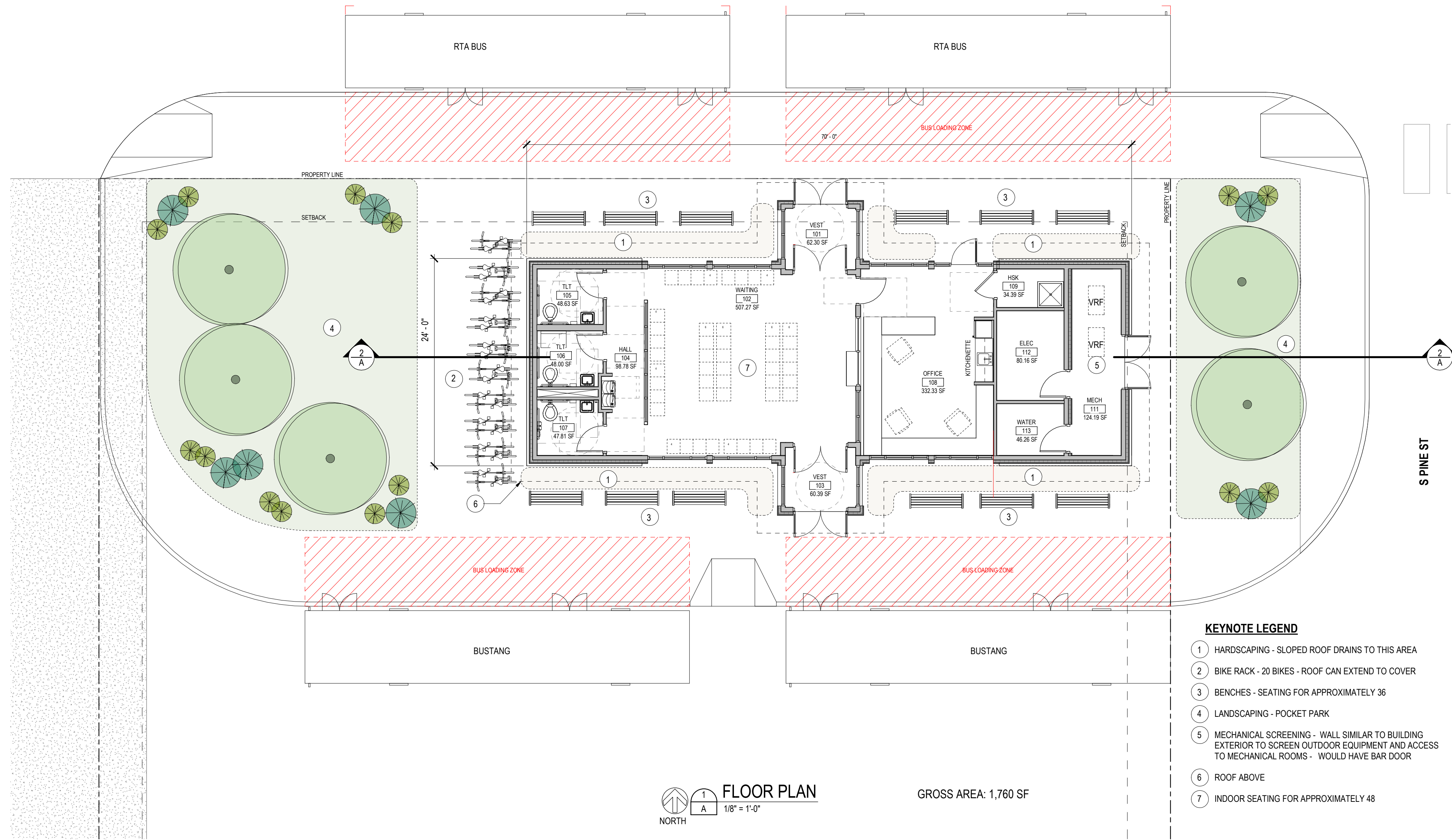
The Design Committee has been working with the architects and they have settled on an overall look and an initial conceptual design for the facility. The concept is on the next page. Please note that the design is still very fluid and will likely change as more information becomes available and more discussion occurs.

We are presently waiting on the results of the geotechnical study (pits dug in the ground and analyzed) which was performed in early May. This study may also impact the design of the building as well as the site layout.

We will update you at the meeting regarding our progress if we have any new information to report.

Thank you,
Scott Truex
Executive Director

W. TOMICHI AVE

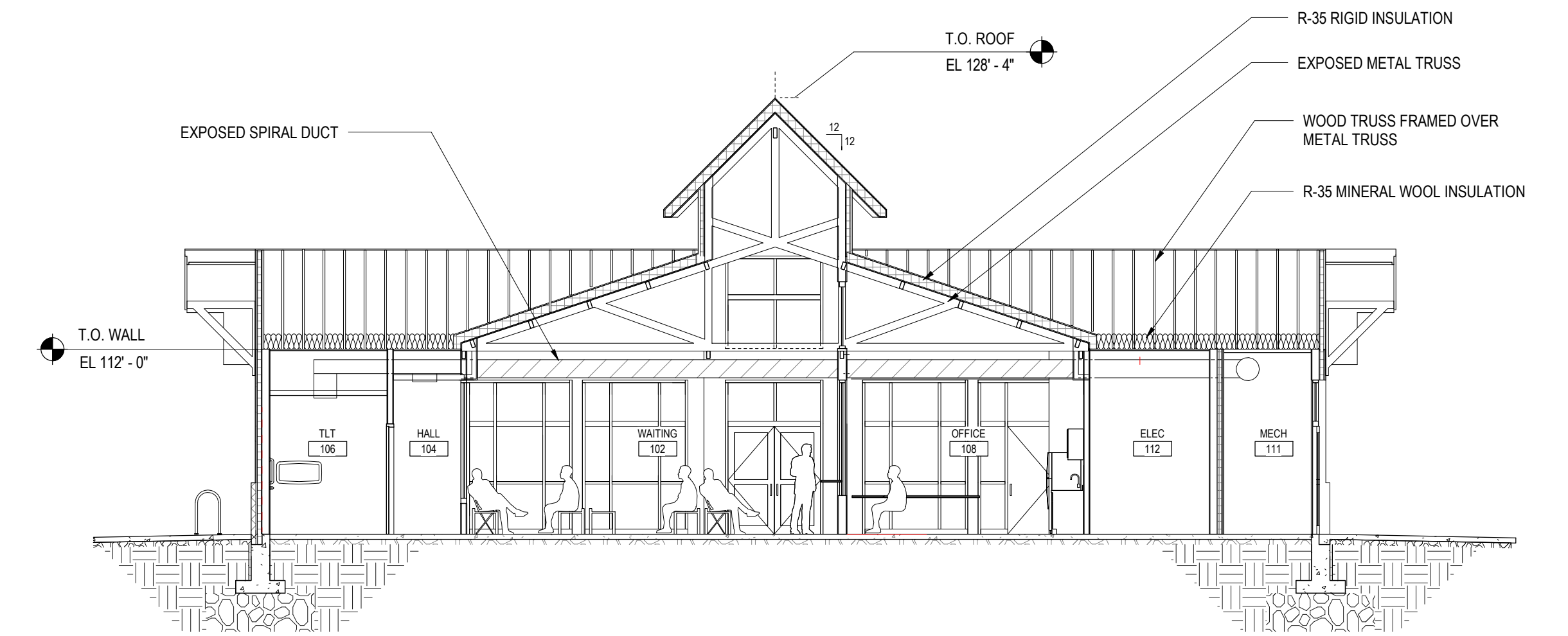


FLOOR PLAN
1/8" = 1'-0"
NORTH

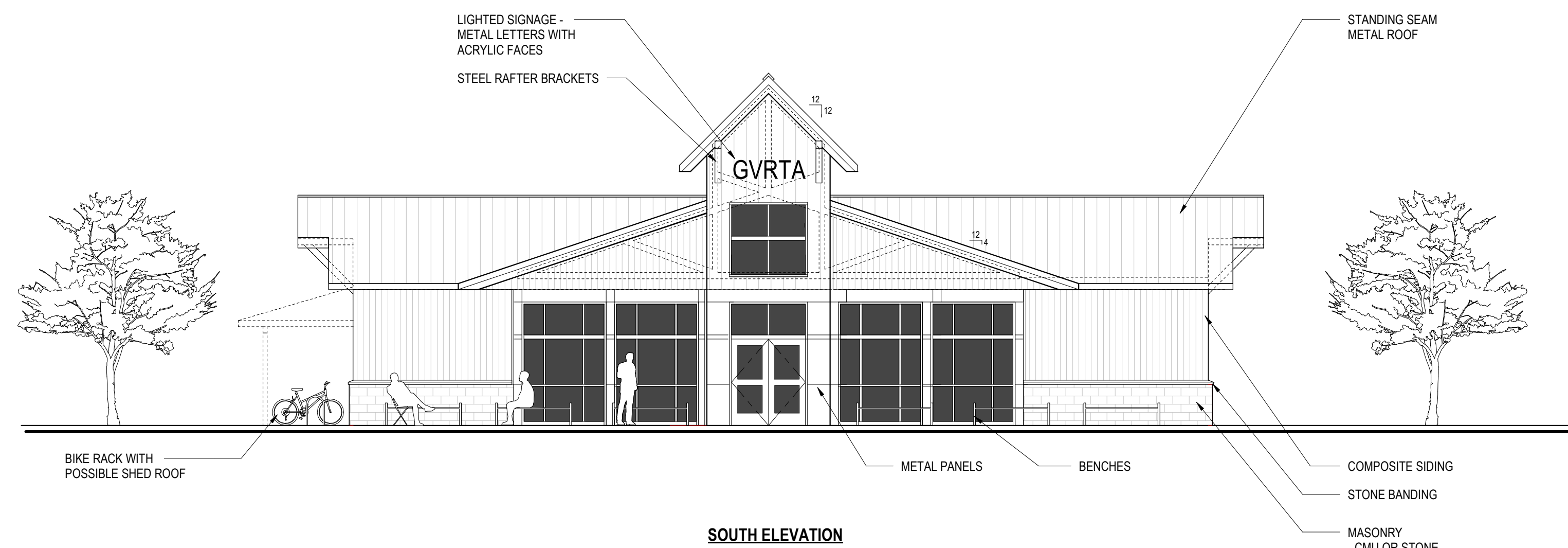
GROSS AREA: 1,760 SF

KEYNOTE LEGEND

- 1 HARDSCAPING - SLOPED ROOF DRAINS TO THIS AREA
- 2 BIKE RACK - 20 BIKES - ROOF CAN EXTEND TO COVER
- 3 BENCHES - SEATING FOR APPROXIMATELY 36
- 4 LANDSCAPING - POCKET PARK
- 5 MECHANICAL SCREENING - WALL SIMILAR TO BUILDING EXTERIOR TO SCREEN OUTDOOR EQUIPMENT AND ACCESS TO MECHANICAL ROOMS - WOULD HAVE BAR DOOR
- 6 ROOF ABOVE
- 7 INDOOR SEATING FOR APPROXIMATELY 48

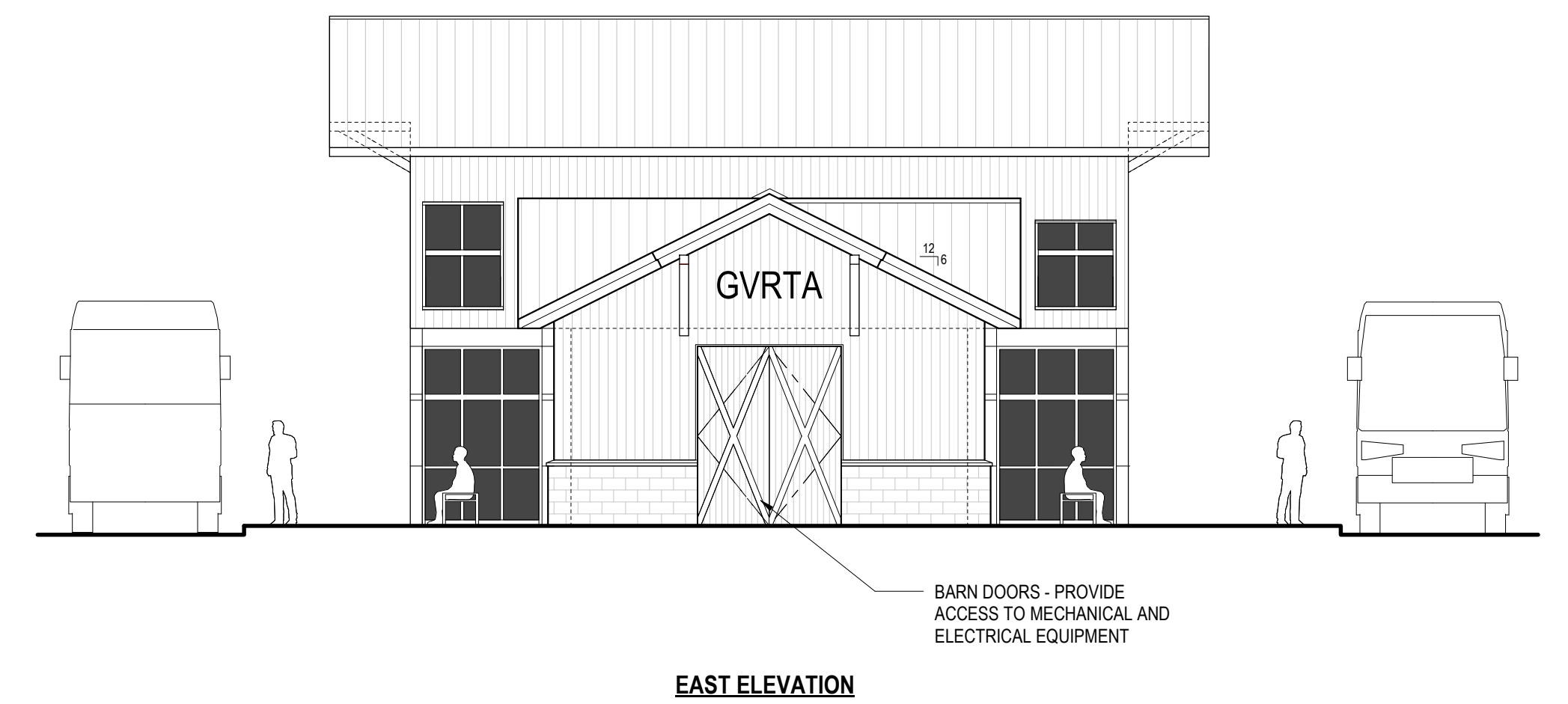


CONCEPTUAL BUILDING SECTION
1/8" = 1'-0"



SOUTH ELEVATION

CONCEPTUAL EXTERIOR ELEVATIONS
1/8" = 1'-0"



EAST ELEVATION

CONCEPTUAL DESIGN

GVRTA ENHANCED BUS STOP FACILITY

301 W. TOMICHI AVE
GUNNISON, CO 81230
05/07/26



MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Takeaways from the April Retreat

Board Members,

Below is a draft list of items that are the takeaways that Leia and I noted during the retreat. Please review this list and we will make any amendments at the board meeting. I would request that you approve the list by motion after any necessary changes have been made.

Additionally, in order to address some of these right away, I have included some takeaways in separate memos and they are part of the agenda for this meeting.

Thank you,
Scott Truex,
Executive Director,
Gunnison Valley RTA

Draft Takeaways from April 3, 2026 retreat of the GVRTA Board of Directors:

General

- The Board may identify new strategic goals across all of the RTA programs. These could be referenced for agenda items to identify why specific items are on the agenda and how they apply to the strategic goals.
- Scott Truex will create a document that includes
 - What the state statues allows RTAs to do
 - What voters approved in the ballot questions
 - What the IGA that forms the RTA allows the RTA to do
 - The new mission statement.
 - A proposed new mission statement could be: “The mission of the Gunnison Valley Transportation Authority (RTA) is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor along with other mass transit options for the community, and to provide senior and human services transportation to the Gunnison Valley community.”

Bus Service

- Scott Truex will identify core bus service needs... what is the minimum required commuter bus service necessary to be effective and viable.
- Scott Truex will create Pro-Forma cost estimates for the following possible future services:
 - Gunnison City Circulator
 - Airport service (could be several options)
 - ADA/Paratransit service (required if we provide fixed route service)
 - Expansion of current service to West Gunnison and/or the Airport
 - This will include potential impacts to the quality of the current service.
 - Montrose bus service.
- Scott Truex will provide a cost-per-passenger analysis of what could happen if we decided to charge nominal fares.
- In order to better understand the magnitude of the costs for potential new service, Scott Truex will provide an analysis of service hours and costs for:
 - The current RTA service
 - The current Mt. Express service
 - Potential new Gunnison Circulator service
 - Potential new airport service
- Scott Truex will provide an analysis of the cost of providing service through contracting the service as we currently do vs bringing the service in house at some point in the future.
 - This analysis will include purchasing the necessary rolling stock.
- Scott Truex will provide a report on what other western slope transportation entities are doing to provide service (in-house, contracting for service, relationships among entities in the same region, etc.)
- We will create a statement on why we own and provide housing.
- We will create a policy statement on energy efficiency in our transit system.

Senior & Human Services Transportation

- We will look into the possibility of expanding the medical trip component of our senior transportation program to include people other than seniors to be more of a health and human services transportation system than just a senior transportation system.
- Scott Truex will provide a narrative of how the current senior programs work and if necessary, the board may ask for a presentation from the providers.

Air Service

- Identified goals for air service are:
 - Maintain current service levels
 - Specifically, the three daily flights to Denver are important to have on a nearly year-round basis.

- Continue to selectively and slowly grow service to Houston in the summer without MRG contracts and in the winter (potentially with MRG contracts.)
 - Build out the Chicago service in the winter (potentially using the SCASD grant)
 - Continue to reduce leakage
 - Expand service for locals.
- The air service program is changing and our mission can change to reflect the fact that more locals are using the airport. This means that we can begin to develop future air programs for locals, which will also work for tourists, as opposed to our previous method of solely developing programs for tourist which also worked for locals.
- The Board would like to identify what the core service requirements are for the airport to succeed and the Board asked Bill to work with Rick to identify core airport service levels.
- The Board will develop strategic goals for air service and the Air Command will use those goals to make recommendations regarding future air programs (including potential new MRG contracts)
- Scott Truex will develop a chart showing MRG payments by the RTA over time as a percentage of the annual RTA budget.



MEMO

May 22, 2026 Board Meeting Packet

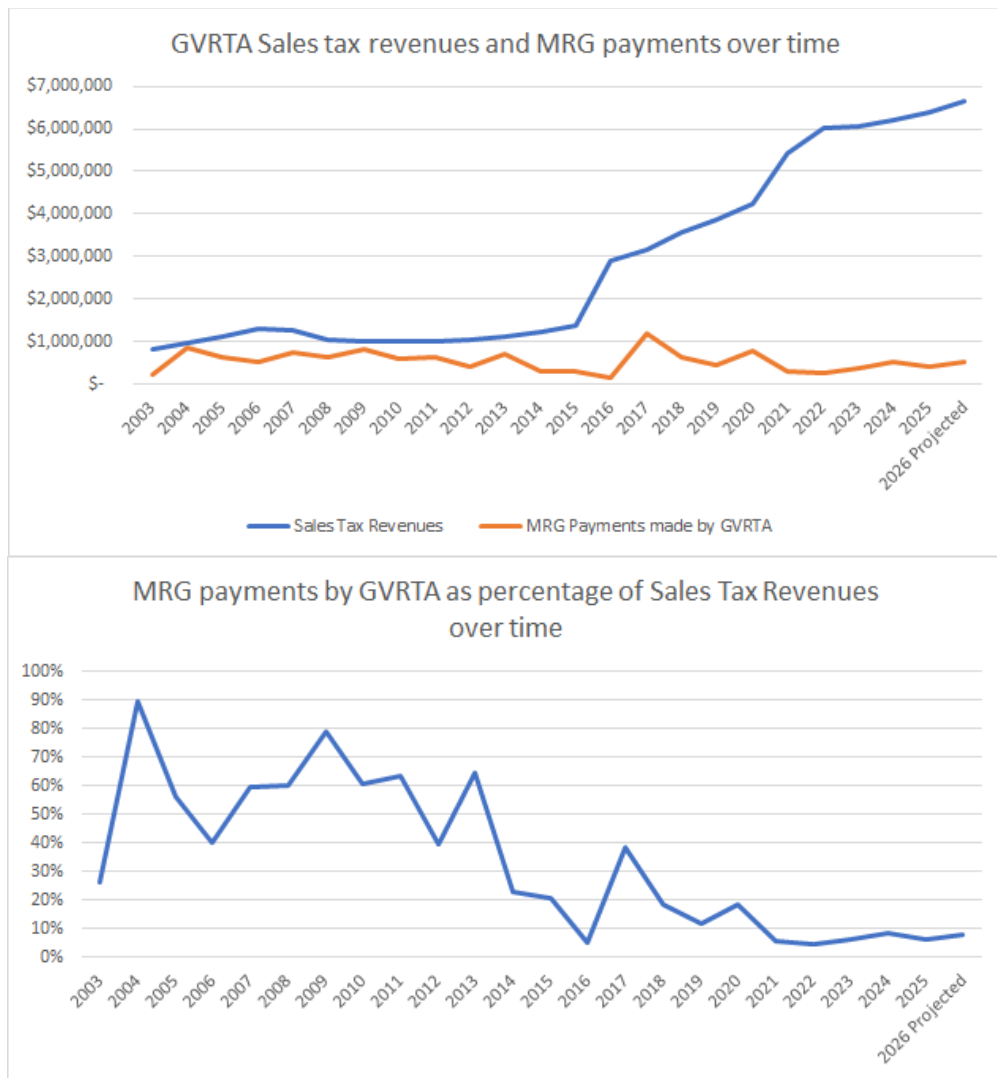
To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: MRG Payments vs Sales Tax Revenues over time

Board Members,

Here are the charts that you asked for at the retreat regarding MRG payments as a percentage of sales tax revenue.



Please let me know if you have any questions.

Thank you,
 Scott Truex
 Executive Director



MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Powers of the GVRTA under Colorado state statutes, voter approved ballot questions, and the current IGA

Board Members,

At the April Board Retreat, you asked me to provide you with information regarding the powers and limitations of the GVRTA. In order to do this, I've pulled information from the Colorado state statutes, CDOT's RTA Best Practices Report which was just published last month, language from our ballots, and from the current Intergovernmental Agreement that forms the GVRTA.

Colorado RTA Law:

In Colorado, an RTA is an independent organization, enabled by Colorado state statute, formed with clearly defined geographic boundaries and governed by a board of elected officials representing each member community. Under Colorado law (Colorado Statutes 43-4 Part 6), municipalities, counties, and special districts can form a single, independent regional authority with governmental and funding powers to address transportation needs within a specific geographic region.

Colorado RTAs have several mechanisms available through which operation and capital transportation activities may be funded. These include sales tax of up to 2%, mill levies, annual motor vehicle registration fee of up to \$10, visitor benefit tax on those purchasing overnight rooms or accommodations within the RTA's boundaries of up to 2%, bonds, and enterprises owned by the RTA. The exercise of any funding power must be approved by voters within the RTA. State and federal grants may also fund projects or operations.

Colorado RTAs may exercise the following powers, which are enabled by CRS §§ 43-4-601, Part 6:

- To finance, construct, operate, or maintain regional transportation systems within or without the boundaries of the authority; except that the authority shall not construct regional transportation systems in any territory located outside the boundaries of the authority and within the boundaries of a municipality as the boundaries of the municipality exist on the date the authority is created without the consent of the governing body of the municipality; outside the boundaries of the authority and within the unincorporated boundaries of a county as the unincorporated boundaries of the county exist on the date the authority is created without the consent of the governing body of the county.
- Exist indefinitely unless the IGA says otherwise.
- Sue and be sued.
- Enter into contracts and agreements.

- Set and change fees, tolls, and charges for using transportation facilities it builds or operates.
- Pledge revenues to repay bonds.
- Buy, sell, lease, exchange, or encumber property.
- Acquire easements and rights-of-way.
- Accept donated property or gifts under terms approved by the board.

GVRTA Ballot Questions:

In November, 2002 the Gunnison Valley RTA was authorized by the voters of the precincts which would form the district. This ballot authorized the RTA to collect sales tax of .35% in the City of Gunnison and .6% across the rest of the district for the purpose of funding and providing expanded mass transit and other transportation services including expanded air service in accordance with the IGA.

In 2008, the ballot question removed the sunset on the tax and the purpose did not change.

In 2015, the ballot increased the sales tax to 1% across the entire district for the purpose of funding senior transportation within the district with the first \$250,000.00 raised, for expanded public bus service along the highway 135 corridor, for funding air service, and for other purposes consistent with the mission of the RTA.

Mission Statement:

In 2016, the RTA adopted the following mission statement:

The mission of the Gunnison Valley Transportation Authority (RTA) is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor, and to provide senior and human services transportation in Gunnison County.

The IGA that forms the RTA:

In 2025, the four entities that make up the RTA amended the IGA. The IGA states that the purpose of the Authority is to finance, construct, operate and maintain an efficient, sustainable and regional multi-modal transportation system at any location or locations within or without the Boundaries of the Authority, subject to compliance with the title 43, article 4, part 6, Colorado Revised Statutes, as amended.

The IGA specifically states that in addition to the general powers described granted by State statute, the RTA shall have the responsibilities described below and shall have all powers necessary or convenient to carry out such responsibilities, subject to the availability of funds and, to the extent required by law, annual appropriation of funds by the Board:

(a) ***Regional Transit Services.*** The Authority shall use reasonable efforts to provide a long term and energy efficient public transit system between the north and

south ends of the Highway 135 corridor and to provide senior and human services transportation in Gunnison County. Additional transit services may be planned for and implemented as determined by the Board.

(b) **Contract Air Services.** The Authority may enter into contracts with commercial air carriers for the provision of air services in the manner and subject to the terms of such contracts.

(c) **Contract Transit Services.** The Authority may enter into contracts with any Member or other Person for the provision of transit services in the manner and subject to the terms of such contracts.

(d) **Regional Transportation Planning.** The Authority shall provide regional transportation planning services needed to plan and direct the Authorized Transportation Projects, pursue federal funding and coordinate overall transportation policy within the area in which it provides Regional Transit Services. Regional transportation planning shall, as determined by the Board, include short range service planning as well as long range planning, corridor investment studies and related environmental impact analysis.

(e) **Funding for Construction and Maintenance of Regional Trails.** The Authority shall provide funding for the construction of regional public trails in cooperation with Members, or other Persons.

(f) **Local Service.** The Authority may fund Authorized Transportation Projects that serve the residents and businesses of a Member (as distinguished from regional services) but, except as otherwise specifically provided herein, only pursuant to an agreement pursuant to which such Member pays the Authority for the services provided on the same fully allocated cost basis used to determine costs of Authority services throughout the Authority's service area.

I hope that this memo clarifies the powers that the GVRTA has, provides some insight into how the GVRTA evolved and helps to inform your decisions going forward.

Thank you,
Scott Truex
Executive Director



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.

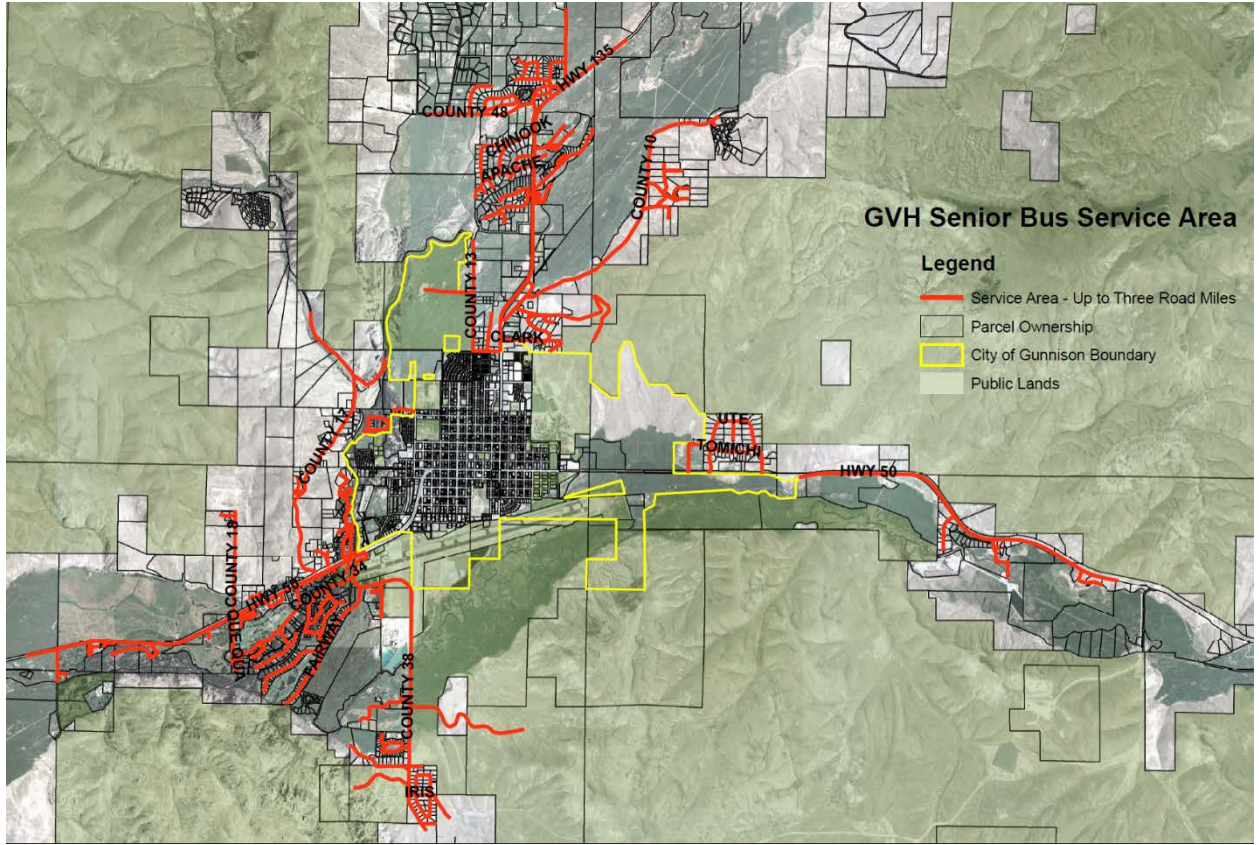
While the service is provided by Gunnison Valley Health through the Senior Care Center and by Mountain Express, the RTA funds the programs which has allowed the two senior transportation systems to expand substantially since the ballot question was approved.

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





MEMO

May 22, 2026 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Discussion regarding a possible update of the GVRTA mission statement

Board Members,

At the retreat in April, we discussed the possibility of amending the mission statement of the GVRTA. The current mission statement was adopted in 2016 and we have grown quite a bit since then.

After hearing your discussion at the retreat, I've come up with a proposed draft redline version of an updated mission statement for your consideration:

“The mission of the Gunnison Valley Transportation Authority (RTA) is to provide and improve air transportation to and from the Gunnison-Crested Butte Regional Airport on a year-round basis, to provide a long term and energy efficient public transit system between the north and south ends of the Highway 135 corridor along with other mass transit options for the community, and to provide senior and human services transportation ~~in Gunnison County to~~ the Gunnison Valley community.”

I look forward to hearing your thoughts on this draft, making any edits you like, and setting this on a future agenda for adoption.

Thank you,
Scott Truex
Executive Director