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

August 14, 2026, at 8:00 a.m.
In the Council Room
located in the Mt. Crested Butte Town Offices,
911 Gothic Road, Mt 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 – AUGUST 14, 2026
GUNNISON VALLEY TRANSPORTATION AUTHORITY
MT. CRESTED BUTTE COUNCIL CHAMBERS
MT. CRESTED BUTTE TOWN HALL – 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 JUNE 26, 2026 MEETING MINUTES

D. FINANCIAL REPORT

E. CORRESPONDENCE - None

F. OLD BUSINESS

1) Air program report
2) Bus program reports
3) RAE contract for consulting services

REGULAR AGENDA

8:05 F. OLD BUSINESS - continued

4) Airport update – Rick Lamport
5) Tourism and Prosperity Partnership report – Andrew Sandstrom
6) Air service update – Bill Tomcich
7) Executive Director's report – Scott Truex
8) Corridor planning project update – 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) Authorization of Board Chair to sign a contract with United Airlines for winter 2026-2027 air service between Gunnison and Houston and between Gunnison and Chicago – Bill Tomcich **– motion & decision requested**

2) Approval of the winter 2026-2027 Bus Schedule – Scott Truex **– motion and decision requested**
3) Approval of RFQ for engineering services for bus stop improvements at 11th and Virginia and bus pullout at the CB South POA – Scott Truex – **motion and decision requested**
4) Acceptance of the 2025 Audit of the financial statements of the Gunnison Valley Transportation Authority – Scott Truex – **motion & decision requested**
5) GVRTA Draft 2027 Budget and Budget Assumptions – Scott Truex – discussion
6) Possible amendment to the GVRTA bus window advertising policy – Scott Truex – discussion and **possible motion & decision requested**
7) Update from the design committee regarding the transit center project at 301 W. Tomichi Avenue – discussion – Matt Schwartz, Liz Smith, and Leia Morrison.
8) Adoption of GVRTA Employee Housing Policy Statement – Scott Truex – **motion and decision requested**
9) Adoption of GVRTA Commuter Bus Energy Efficiency Statement – Scott Truex – **motion and decision requested**
10) Approval of letter to Phil Weiser – Scott Truex – **motion and decision requested**
11) Reauthorization of the Executive Director to sign a contract with Davey Coach to purchase three 30-passenger buses – update of amount authorized – Scott Truex – **motion and decision requested**
12) Informational items requested as a follow up to the April 3, 2026 Retreat – discussion – Scott Truex
    a. Core bus service performance
    b. Separate Commuter Bus from Circulator Bus in Gunnison
    c. Core Air Service Thoughts and Correspondence

9:55 J. ADJOURNMENT OF REGULAR MEETING

A WORKSESSION TO DISCUSS INFORMATION REQUESTED AT THE APRIL RETREAT OF THE BOARD OF DIRECTORS WILL FOLLOW THE REGULAR MEETING

All times are approximate – the meeting may move more quickly or more slowly than indicated. Next meeting – September 25th at 8:00 a.m. in the Gunnison County Courthouse.

GUNNISON VALLEY TRANSPORTATION AUTHORITY

MEETING MINUTES

June 6, 2026

Board of County Commissioners Room, Gunnison County Courthouse

A. INTRODUCTION

Matt Schwartz called the meeting to order at 8:01

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

Scott Truex, Leia Morrison, Mike Patterson, Bill Tomcich, Jeff Moffett (ZOOM), Kathy Fogo (ZOOM), Landon Ogilvie (ZOOM), and community members are also present.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA
C. APPROVAL OF THE MAY 22, 2026 MEETING MINUTES
D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
E. CORRESPONDENCE
F. OLD BUSINESS
1) Air program reports
2) Bus program reports

Laura Puckett Daniels ***moved to approve the consent agenda.*** Liz Smith seconded the motion. The motion passed unanimously. Zoom Time Stamp 8:02

F. OLD BUSINESS CONTINUED

3) Airport Update 8:02 am

Rick Lamport updated the board on airport news.

4) Tourism and Prosperity Partnership (TAPP) report 8:06 am

Jeff Moffett shared the Tourism and Prosperity Partnership Report.

5) Air Service Update 8:08 am

Bill Tomcich gave the air service update.

6) Executive Director's Report 8:19 am

Scott Truex gave the Executive Director's report. Landon Ogilvie addressed the board on staffing and maintenance inconsistencies.

Public Comment 8:48 am None.

Comments from Board & Staff 8:49 am None.

I. New Business 8:48 am

1) Adoption of updated GVRTA mission statement

Nicholas Kempin ***moved to approve adoption of the updated GVRTA mission statement as presented.*** Ian Billick seconded the motion. The motion passed unanimously.

2) Adoption of new GVRTA Procurement Policies and Standards 8:49 am
Gabi Prochaska *moved to approve adoption of the new GVRTA Procurement Policies and Standards as amended.* Ian Billick seconded the motion. The motion passed unanimously.

3) Re-authorization for the GVRTA Executive Director to electronically sign grant contracts with CDOT using DocuSign on behalf of the Gunnison Valley Transportation Authority 9:01 am
Liz Smith ***moved to authorize the GVRTA Executive Director to electronically sign grant contracts with CDOT using DocuSign on behalf of the Gunnison Valley Transportation Authority.*** Diego Plata seconded the motion. The motion passed unanimously.

4)Update from the design committee regarding the transit center project at 301 W. Tomichi Avenue 9:03 am
The board received an update from the design committee regarding the transit center project.

5)Approval of revised bus window art for Six-Points 9:08 am
Laura Puckett Daniels ***moved to approve the revised bus window art for Six-Points.***
Gabi Prochaska seconded the motion. The motion passed unanimously.

6)Corridor planning project update 9:09 am
Scott Truex updated the board on the corridor planning project.

7)Decision regarding 12-month extension of contract with Destination Systems, LLC for commuter bus service from November 2026 through October 2027, 9:11 am
No action was taken thereby allowing the automatic extension to occur.

8) Authorization for the Executive Director to sign a contract with Davey Coach to purchase three 30-passenger buses 9:12 am
Diego Plata moved to authorize the GVRTA Executive Director to enter into a contract with Davey Coach to purchase three 30-passenger Body on Chassis buses using CTE and local funding through the DRCOG contract for an amount not to exceed $1,050,000 in total after receiving Purchase Authorization from CDOT. Gabi Prochaska seconded the motion. The motion passed unanimously.

9) Informational items requested at the April 3, 2026, Retreat 9:14 am
Scott Truex addressed additional items that the board requested at the April 3, 2026, board retreat. The board will have a work session to discuss this following the August 14th board meeting. The board will send questions to Scott Truex by Friday, July 3rd.

The meeting adjourned at 9:34 am.

June, 2026 - Financial Report:

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

Sales Tax Revenues:

Gunnison Valley Transportation Authority

Sales Tax Revenues

Month	2023	2024	2025	Budget 2026	Actual 2026	% vs Budget	% Change 25-26	Projected 2026
Jan	$ 471,041	$ 471,261	$ 458,136	$ 472,000	**$ 427,251.51**	-9.5%	-6.7%	$ 427,251
Feb	$ 484,914	$ 503,629	$ 524,134	$ 540,000	**$ 520,832.86**	-3.5%	-0.6%	$ 520,833
Mar	$ 537,816	$ 518,936	$ 542,008	$ 558,000	**$ 561,048.11**	0.5%	3.5%	$ 561,048
April	$ 296,774	$ 300,108	$ 346,929	$ 357,000	**$ 351,068.98**	-1.7%	1.2%	$ 351,069
May	$ 371,561	$ 389,756	$ 417,393	$ 430,000	**$ 417,873.69**	-2.8%	0.1%	$ 417,874
June	$ 544,420	$ 583,054	$ 607,788	$ 626,000				$ 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	**$ 2,162,106**	**$ 2,183,690**	**$ 2,288,600**	**$ 2,357,000**	**$ 2,278,075.15**	**-3.3%**	**-0.5%**	
Full Year	**$ 6,052,980**	**$ 6,213,731**	**$ 6,405,146**	**$ 6,577,000**		**-1.2%**	**1.5%**	**$ 6,498,075**

Gunnison Valley Transportation Authority Financial Report - June, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Distribution of Sales Tax Revenues among GVRTA funds	**$ 2,278,075.15**	**$ 6,577,000**	**$ (78,925)**	**$ 6,498,075**
Sales Tax to General Fund	$ 1,028,075.15	$ 4,213,000	$ (14,925)	$ 4,198,075
Sales Tax to Capital Fund	$ 1,250,000.00	$ 1,250,000	$ -	$ 1,250,000
Sales Tax to Air Command Fund	$ -	$ 650,000	$ (100,000)	$ 550,000
Sales Tax to Senior Transportation Fund	$ -	$ 464,000	$ 36,000	$ 500,000
	$ 2,278,075.15	**$ 6,577,000**	**$ (78,925)**	**$ 6,498,075**

GVRTA Fund Reports:

GVRTA General Fund Financial Report - June, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	**$ 3,231,964**	**$ 3,040,489**	**$ 191,475**	**$ 3,231,964**
Revenues				
Sales Tax Revenues	$ 1,028,075.15	$ 4,213,000	$ (14,925)	$ 4,198,075
Sales Tax - Clerk	$ 18,636.86	$ 40,000	$ (3,000)	$ 37,000
Interest Charges	$ 1,011.16	$ 1,000	$ 200	$ 1,200
Other Fines	$ 495.22	$ 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	$ 13,200.00	$ 26,400	$ -	$ 26,400
Rental Income - Solstice and Lazy K Housing Units	$ 48,600.00	$ 97,200	$ -	$ 97,200
Earnings on Investments	$ 28,890.47	$ 100,000	$ (15,000)	$ 85,000
CTE A&O Clean Transit Enterprise Service Expansion Op. Grant		$ -		
5311 A & O FTA 5311 Admin. & Operating Grants	$ 378,019.00	$ 378,000	$ 19	$ 378,019
Total Revenues	**$ 1,543,562.20**	**$ 4,856,600**	**$ (6,072)**	**$ 4,850,528**
Expenditures:				
Postage		$ 100	$ -	$ 100
Supplies & Equipment Under $4,000	$ 3,068.08	$ 4,000	$ -	$ 4,000
Bus Registrations	$ 225.52	$ -	$ 226	$ 226
Building Repair and Maintenance	$ 37,261.57	$ 40,000	$ 26,634	$ 66,634
Travel - Transportation	$ 463.15	$ 6,000	$ (4,000)	$ 2,000
Travel - Meals	$ 298.93	$ 5,000	$ (4,000)	$ 1,000
Travel - Lodging	$ 1,991.33	$ 5,000	$ (1,000)	$ 4,000
Legal Services	$ 9,381.42	$ 10,000	$ 12,000	$ 22,000
Contracted Temp. Help - GTFS & RAE	$ 870.00	$ 58,000	$ (52,000)	$ 6,000
Contract Svcs - Social Firekeeper, Swiftly, Bus Stops	$ 26,950.00	$ 85,000	$ (10,000)	$ 75,000
Management Services - TMS	$ 62,708.31	$ 107,500	$ -	$ 107,500
Meetings - Registrations	$ 1,180.00	$ 2,000	$ -	$ 2,000
State Fees	$ 5,955.38	$ 30,000	$ -	$ 30,000
County Treasurer's Fees	$ 33,163.23	$ 77,000	$ -	$ 77,000
Late Night Taxi & Bustang Services		$ 173,000	$ -	$ 173,000
Advertising, Notices, Public Outreach & Website	$ 4,640.82	$ 15,000	$ (5,000)	$ 10,000
Dues & Memberships - CASTA and POA Memberships	$ 29,321.74	$ 33,000	$ (3,000)	$ 30,000
Auditing		$ 13,905	$ -	$ 13,905
Insurance & Bonds	$ 22,223.46	$ 25,000	$ (2,000)	$ 23,000
Utilities	$ 87.24	$ 1,000	$ (800)	$ 200
Investment Commissions/Fees		$ 100	$ -	$ 100
Transfer to County General Fund - Finance Dept.	$ 7,249.98	$ 14,500	$ -	$ 14,500
5311 - A Management Services - TMS	$ 62,708.31	$ 107,500	$ -	$ 107,500
5311 - A Bus Operations Manager - Ecovatus	$ 47,250.00	$ 81,000	$ -	$ 81,000
5311 - O Diesel Fuel	$ 181,447.05	$ 250,000	$ 140,000	$ 390,000
5311 - O CNG Fuel	$ 90,000.33	$ 300,000	$ (125,000)	$ 175,000
5311 - O Repair & Maintenance - Vehicles	$ 228,977.56	$ 673,000	$ -	$ 673,000
5311 - O Purchased Transportation Services	$ 1,704,370.87	$ 3,400,000	$ -	$ 3,400,000
Total Expenditures	**$ 2,561,794.28**	**$ 5,516,605**	**$ (27,940)**	**$ 5,488,665**
Ending General Fund Balance	**$ 2,213,732**	**$ 2,380,484**	**$ 213,343**	**$ 2,593,827**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

GVRTA Fund Reports:

GVRTA Capital Reserve Fund Financial Report - June, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	**$ 347,807**	**$ 336,762**	**$ 11,045**	**$ 347,807**
Revenues:				
5339-C **Federal Section 5339(a) CCCP G-1046**	$ 1,398,726.00	$ 1,426,924	$ (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	$ 11,354.63	$ 1,000,000	$ (850,000)	$ 150,000
CTE Grants for expansion of service G-1045		$ 739,000	$ (739,000)	$ -
Sales Tax Revenues	$ 1,250,000.00	$ 1,250,000	$ -	$ 1,250,000
Total Revenues	**$ 4,172,061.48**	**$ 5,932,032**	**$ (1,603,505)**	**$ 4,328,527**
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	$ (1,020,000)	$ -
Bus Purchase (Local)	$ 10,963.57	$ 3,500	$ 7,464	$ 10,964
SB 267 **Facility Design & Construction G-3591**	$ 31,364.38	$ 1,500,000	$ (1,350,000)	$ 150,000
Housing/Land Purchases		$ -	$ -	$ -
Capital Improvements		$ 185,200	$ (155,200)	$ 30,000
Total Expenditures	**$ 3,569,536.17**	**$ 6,262,542**	**$ (2,522,095)**	**$ 3,740,447**
Ending Fund Balance	**$ 950,332**	**$ 6,252**	**$ 929,635**	**$ 935,887**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

GVRTA Air Command Fund Financial Report - June, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	**$ 1,992,456**	**$ 1,991,957**	**$ 499**	**$ 1,992,456**
Revenues:				
Sales Tax Revenues	$ -	$ 650,000	$ (100,000)	$ 550,000
SCASD Grant		$ -	$ -	$ -
Total Revenues	**$ -**	**$ 650,000**	**$ (100,000)**	**$ 550,000**
Expenditures:				
Airline Guarantees - Houston	$ 204,352.00	$ 204,352	$ -	$ 204,352
Professional Services - Tomcich Travel	$ 62,530.76	$ 111,000	$ (1,000)	$ 110,000
Gunnison County - Airport Airline Mechanic Subsidy		$ 60,000	$ (60,000)	$ -
Airline Guarantees - ORD	$ 308,004.00	$ 308,004	$ -	$ 308,004
Total Expenditures	**$ 574,886.76**	**$ 683,356**	**$ (61,000)**	**$ 622,356**
Ending Fund Balance	**$ 1,417,569**	**$ 1,958,601**	**$ (38,501)**	**$ 1,920,100**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

GVRTA Senior Transportation Fund Financial Report - June, 2026	YTD Actual	2026 Budget	Revisions	2026 Projected
Beginning Fund Balance	**$ 367,939**	**$ 386,454**	**$ (18,515)**	**$ 367,939**
Revenues:				
Sales Tax Revenues	$ -	$ 464,000	$ 36,000	$ 500,000
Total Revenues	**$ -**	**$ 464,000**	**$ 36,000**	**$ 500,000**
Expenditures:				
Capital Expenses	$ 11,797.76	$ -	$ 11,798	$ 11,798
Contracted Services	$ 249,171.12	$ 460,000	$ 40,000	$ 500,000
Total Expenditures	**$ 260,968.88**	**$ 460,000**	$ 51,798	**$ 511,798**
Ending Fund Balance	**$ 106,970**	**$ 390,454**	**$ (34,313)**	**$ 356,141**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

Summary of all Funds

GVRTA Total Revenues and Expenditures Financial Report - June, 2026		YTD Actual		2026 Budget		Revisions		2026 Projected
Beginning Fund Balance	**$**	**5,940,166**	**$**	**5,755,662**	**$**	**184,504**	**$**	**5,940,166**
Revenues:	$	5,715,624	$	11,902,632	$	(1,673,577)	$	10,229,055
Expenditures:	$	6,967,186	$	12,922,503	$	(2,559,237)	$	10,363,266
Ending Fund Balance	**$**	**4,688,604**	**$**	**4,735,791**	**$**	**1,070,164**	**$**	**5,805,955**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

GVRTA Summary of all Funds Financial Report - June, 2026 Fund Balances		2026 Actual Beginning Balance		YTD Current Balances		2026 Budget Ending Balance		Revisions		2026 Projected Ending Balance
Unrestricted General Fund Balance	$	3,231,964	$	2,213,732	$	2,380,484	$	213,343	$	2,593,827
Capital Reserve Fund Balance	$	347,807	$	950,332	$	6,252	$	929,635	$	935,887
Air Command Fund Balance	$	1,992,456	$	1,417,569	$	1,958,601	$	(38,501)	$	1,920,100
Senior Transportation Fund Balance	$	367,939	$	106,970	$	390,454	$	(34,313)	$	356,141
Total Fund Balance	**$**	**5,940,166**	**$**	**4,688,604**	**$**	**4,735,791**	**$**	**1,070,164**	**$**	**5,805,955**

Report shows posted revenues through May and expenditures through June.

Report prepared by Scott Truex with information from the County Finance department on July 24, 2026.

GVRTA Housing Report and Housing Contributions to General Fund:

Gunnison Valley Transportation Authority

GVRTA Housing Status Report **2026**

	Year Built	Year Purchased	Initial Cost	Major Repairs	Total Cost	Occupied J	F	M	A	M	J	J	A	S	O	N	D
Solstice Unit G 118 7th St, CB	1993	2022	$ 602,911	$ -	$ 602,911	X	X	X	X	X	X						
Lazy K 117 Chipeta Ct Unit A	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X	X		X						
Lazy K 117 Chipeta Ct Unit B	2022	2022	$ 357,932	$ -	$ 357,932				X	X							
Lazy K 117 Chipeta Ct Unit C	2022	2022	$ 357,932	$ -	$ 357,932				X	X							
Lazy K 117 Chipeta Ct Unit D	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X	X	X	X						
Lazy K 117 Chipeta Ct Unit E	2022	2022	$ 357,932	$ -	$ 357,932	X	X	X	X	X	X						
Lazy K 104 Ouray Ln Unit A	2023	2023	$ 417,997	$ -	$ 417,997	X					X						
Lazy K 107 Ouray Ln Unit A	2023	2023	$ 407,786	$ -	$ 407,786					X	X						
Lazy K 110 Ouray Ln Unit A	2023	2023	$ 425,336	$ -	$ 425,336	X	X	X	X	X	X						
			$ 3,643,689	$ -	$ 3,643,689	6	5	5	7	7	7						

GVRTA Housing: Revenues and Expenses	2022	2023	2024	2025	YTD 2026	Total
Rental Income	**$ 6,269**	**$ 46,121**	**$ 83,651**	**$ 93,773**	**$ 48,600**	**$ 278,414**
Expenses						
Lazy K POA Dues	$ -	$ 3,506	$ 5,004	$ 5,562	$ 5,562	$ 19,634
Solstice POA Dues	$ 499	$ 6,336	$ 6,336	$ 6,336	$ 6,780	$ 26,287
Utiliites (unocc. units)	$ -	$ 9,538	$ 4,589	$ 1,532	$ -	$ 15,659
Minor repairs & Maint.	$ -	$ -	$ -	$ 3,666	$ 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**	**$ 2,667**	**$ 179,577**

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

RTA Board of Directors Meeting, August 2026

Air Program Report – Bill Tomcich

Final June Results:

- **American:** New summer service from DFW started June 18.
  - **Reliability and OTP:** 92.3% completion (one RT cancellation), 65.4% on time – a rough start for AA this summer with their first couple of days at GUC, reliability and OTP has since improved.
  - **Passenger #s:** 2,269 total revenue passengers.
  - **Load Factors:** 73.1% RT load factor (85.8% inbound / 61.0% outbound) – remarkable results for new service.
- **United:** SkyWest from DEN + expanded Mesa service from IAH combined.
  - **Reliability and OTP:** 99.5% completed (one cxld outbound flight), 80.2% on time – this is a big improvement from last June when DEN was plagued with storms and runway construction.
  - **Passenger #s:** 9,714 total revenue passengers – up +4% over last year.
  - **Monthly Load Factor:** 71.2% this June versus 72.9% last June (DEN finished with a 72.7% LF, IAH saw a 53.8% LF with their expanded weekend service).
- **Total AA + UA Combined:** 11,983 total revenue passenger – up a whopping +29% over last year's prior record June!
- **JSX:** Results still pending.

Preliminary July Results:

- **American:**
  - **Reliability and OTP:** 100% completion, 67.7% on time.
  - **Passenger #s:** 6,771 total revenue passengers.
  - **Load Factors:** 85.7% RT load factor (82.5% inbound / 86.9% outbound) – amazing!
- **United:** SkyWest from DEN + Mesa service from IAH combined – pending final landing reports):
  - **Reliability and OTP (OO & YV combined):** 100% completed, 81.0% on time.
  - **Passenger #s:** 10,088 total revenue passengers – down -2.5% from last year.
  - **Monthly Load Factor:** 72.1% this July versus 74.1% last June (DEN finished with a 73.2% LF, IAH saw a 59.6% - down just slightly from 61.5% last July.
- **Total AA + UA Combined:** 16,859 total revenue passenger – up an unimaginable +61.4% over last year's prior record July!
- **JSX:** Results pending.

Current Published Schedules through Fall 2026:

- **United from DEN:** 3x daily through Oct 24, then 2x daily Oct 25 – Dec 16.
- **United from IAH:** 2x/week (Fri-Sat in / Sat-Sun out Jun 5 – Sep 20).
- **American from DFW:** One daily (A319) through Sep 8.
- **JSX from DAL:** August 1 – Sep 7: 5x/week (daily except Tue/Wed).

Booking Trends:

- **August:** United is still pacing slightly behind in August, but combined bookings for UA & AA are expected to exceed last year's levels by a considerable margin just like in June and July.
- **September:** United is currently pacing nicely ahead, while American's new service from DFW continues through the first eight days of the month.

Looking Ahead Towards Next Winter:

- American has replaced the CRJ700s flown by SkyWest last winter with mainline Airbus 319s for a total YOY capacity increase of +27% over last winter.
- United has published a virtually identical schedule to what was flown last winter but has furnished a proposal to increase the total number of winter ORD nonstop flights from 21 to 43 roundtrips. Details are outlined in a separate memo later in this board packet.
- DEN-GUC service is planned to remain the same with 3x daily with E175s.
- IAH-GUC is also planned to remain the same with one flight daily with an E175 from Dec 17 – Mar 27 (supported through a MRG), but at long last United plans to have this trip operated by SkyWest rather than Mesa, meaning all United flights into GUC this winter will feature the advanced avionics that have resulted in such a notable improvement in GUC reliability overall.

Bus program reports – July, 2026

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2026								2025			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day	Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	40,900	2,502	3,228	84,040	31	16.3	1,319.4	44,091	17.9	1,596.3	**(3,191)**	**-7.2%**
February	38,093	2,256	2,661	75,676	28	16.9	1,360.5	41,696	18.5	1,647.0	**(3,603)**	**-8.6%**
March	35,717	2,442	2,881	81,244	31	14.6	1,152.2	44,162	17.7	1,559.3	**(8,445)**	**-19.1%**
April	19,005	2,011	2,383	67,154	30	9.5	633.5	21,731	10.5	770.1	**(2,726)**	**-12.5%**
May	20,243	2,001	2,357	66,423	31	10.1	653.0	20,233	9.9	613.9	**10**	**0.0%**
June	27,458	1,952	2,262	64,857	30	14.1	915.3	27,716	14.0	878.0	**(258)**	**-0.9%**
July	32,602	1,972	2,427	67,745	31	16.5	1,051.7	36,041	17.7	1,120.9	**(3,439)**	**-9.5%**
August												
September												
October												
November												
December												
Total	**214,018**	**15,136**	**18,199**	**507,139**	**212**	**14.1**	**1,009.5**	**235,670**			**(21,652)**	**-9.2%**

*Note: 2025 Rider Numbers have been corrected from last month's report… previous reports had 2024 data in this column.

Spring, Summer, Fall - 2026 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	25	825	22	803	2.7%	95.9%	99.1%	99.4%	0.1%	0.5%
May	31	1,023	23	1,000	2.2%	95.2%	98.9%	99.3%	0.2%	0.5%
June	30	990	14	976	1.4%	88.1%	94.7%	96.1%	0.4%	3.5%
July	31	1,023	10	1,013	1.0%	88.1%	98.3%	99.5%	0.2%	0.3%
August										
September										
October										
November										
Total	**117**	**3,861**	**69**	**3,792**	**1.8%**	**91.6%**	**97.7%**	**98.5%**	**0.2%**	**1.2%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	25	825	21	804	2.5%	90.2%	97.4%	98.0%	0.4%	1.6%
May	31	1,023	22	1,001	2.2%	90.5%	96.8%	97.7%	0.4%	1.9%
June	30	990	14	976	1.4%	82.7%	93.5%	95.8%	1.0%	3.2%
July	31	1,023	10	1,013	1.0%	83.6%	95.6%	98.1%	0.7%	1.2%
August										
September										
October										
November										
Total	**117**	**3,861**	**67**	**3,794**	**1.7%**	**86.6%**	**95.8%**	**97.4%**	**0.6%**	**2.0%**
Average:					**1.8%**	**89.1%**	**96.7%**	**98.0%**	**0.4%**	**1.6%**

Performance Measures

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

*June on-time preformance was impacted by road construction

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

2026 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop												Northbound								
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	River-land	Brush Creek	River-bend	CB 4-Way	Total North-bound Passengers
April	25	1,025	306	657	746	889	707	381	685	919	193	157	241	600	322	39	68	34	272	7,919
May	31	951	445	833	1,177	1,159	914	550	960	1,437	329	253	372	1,025	508	48	137	65	414	11,069
June	30	1,079	651	780	1,434	1,446	1,551	710	1,281	2,018	596	320	710	1,759	820	97	216	165	835	15,648
July	31	1,667	604	850	1,623	1,845	1,729	877	1,362	2,246	520	341	1,004	2,323	844	158	275	228	1,541	19,193
August																				
September																				
October																				
November																				
Total	**117**	**4,722**	**2,006**	**3,120**	**4,980**	**5,339**	**4,901**	**2,518**	**4,288**	**6,620**	**1,638**	**1,071**	**2,327**	**5,707**	**2,494**	**342**	**696**	**492**	**3,062**	**53,829**
Avg / Day		**40.4**	**17.1**	**26.7**	**42.6**	**45.6**	**41.9**	**21.5**	**36.6**	**56.6**	**14.0**	**9.2**	**19.9**	**48.8**	**21.3**	**2.9**	**5.9**	**4.2**	**26.2**	**460.1**

2026 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop											Southbound	
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total South-bound Passengers
April	25	1,174	3,224	84	203	152	470	763	198	62	322	151	6,040
May	31	1,815	5,248	104	211	240	594	1,417	359	99	370	134	9,174
June	30	2,630	6,731	93	205	316	769	1,839	380	78	444	164	11,810
July	31	3,991	7,878	94	248	372	880	2,139	432	77	444	237	14,653
August													
September													
October													
November													
Total	**117**	**9,610**	**23,081**	**375**	**867**	**1,080**	**2,713**	**6,158**	**1,369**	**316**	**1,580**	**686**	**41,677**
Avg / Day		**82.1**	**197.3**	**3.2**	**7.4**	**9.2**	**23.2**	**52.6**	**11.7**	**2.7**	**13.5**	**5.9**	**356.2**

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

Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2026

Northbound

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	62	169	188	273					**692**
5:51 AM	83	123	363	586					**1,155**
6:21 AM	350	418	535	585					**1,888**
6:56 AM	472	837	1307	1467					**4,083**
7:26 AM	353	597	730	771					**2,451**
7:56 AM	325	421	892	919					**2,557**
8:26 AM	227	324	686	761					**1,998**
9:01 AM	313	446	492	695					**1,946**
9:31 AM	213	279	474	565					**1,531**
10:01 AM	167	224	456	660					**1,507**
10:31 AM	210	274	499	547					**1,530**
11:01 AM	194	289	397	505					**1,385**
11:36 AM	222	337	524	493					**1,576**
12:06 PM	225	291	454	462					**1,432**
12:36 PM	228	304	582	852					**1,966**
1:06 PM	280	339	405	609					**1,633**
1:41 PM	252	402	648	741					**2,043**
2:11 PM	331	455	591	736					**2,113**
2:41 PM	406	511	569	714					**2,200**
3:11 PM	334	431	557	583					**1,905**
3:46 PM	420	504	567	729					**2,220**
4:16 PM	335	417	559	711					**2,022**
4:46 PM	310	436	531	737					**2,014**
5:16 PM	285	361	443	541					**1,630**
5:46 PM	232	352	365	386					**1,335**
6:16 PM	172	264	262	450					**1,148**
6:51 PM	144	243	278	308					**973**
7:21 PM	150	239	279	396					**1,064**
7:51 PM	174	159	154	295					**782**
8:21 PM	119	226	272	345					**962**
8:56 PM	159	144	248	281					**832**
9:26 PM	102	130	188	218					**638**
9:56 PM	70	123	153	272					**618**
Total	**7,919**	**11,069**	**15,648**	**19,193**	**-**	**-**	**-**	**-**	**53,829**

Average Riders per Bus - Spring, Summer, Fall, 2026

Northbound

Departing Rec. Center	April	May	June	July	Aug	Sept	Oct	Nov	Total
5:21 AM	2.5	5.5	6.3	8.8					5.9
5:51 AM	3.3	4.0	12.1	18.9					9.9
6:21 AM	14.0	13.5	17.8	18.9					16.1
6:56 AM	18.9	27.0	43.6	47.3					34.9
7:26 AM	14.1	19.3	24.3	24.9					20.9
7:56 AM	13.0	13.6	29.7	29.6					21.9
8:26 AM	9.1	10.5	22.9	24.5					17.1
9:01 AM	12.5	14.4	16.4	22.4					16.6
9:31 AM	8.5	9.0	15.8	18.2					13.1
10:01 AM	6.7	7.2	15.2	21.3					12.9
10:31 AM	8.4	8.8	16.6	17.6					13.1
11:01 AM	7.8	9.3	13.2	16.3					11.8
11:36 AM	8.9	10.9	17.5	15.9					13.5
12:06 PM	9.0	9.4	15.1	14.9					12.2
12:36 PM	9.1	9.8	19.4	27.5					16.8
1:06 PM	11.2	10.9	13.5	19.6					14.0
1:41 PM	10.1	13.0	21.6	23.9					17.5
2:11 PM	13.2	14.7	19.7	23.7					18.1
2:41 PM	16.2	16.5	19.0	23.0					18.8
3:11 PM	13.4	13.9	18.6	18.8					16.3
3:46 PM	16.8	16.3	18.9	23.5					19.0
4:16 PM	13.4	13.5	18.6	22.9					17.3
4:46 PM	12.4	14.1	17.7	23.8					17.2
5:16 PM	11.4	11.6	14.8	17.5					13.9
5:46 PM	9.3	11.4	12.2	12.5					11.4
6:16 PM	6.9	8.5	8.7	14.5					9.8
6:51 PM	5.8	7.8	9.3	9.9					8.3
7:21 PM	6.0	7.7	9.3	12.8					9.1
7:51 PM	7.0	5.1	5.1	9.5					6.7
8:21 PM	4.8	7.3	9.1	11.1					8.2
8:56 PM	6.4	4.6	8.3	9.1					7.1
9:26 PM	4.1	4.2	6.3	7.0					5.5
9:56 PM	2.8	4.0	5.1	8.8					5.3
Total	**9.6**	**10.8**	**15.8**	**18.8**					**13.9**

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

Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	135	146	207	214					702
7:10 AM	244	226	146	120					736
7:40 AM	144	185	207	208					744
8:15 AM	103	116	128	147					494
8:45 AM	111	136	154	174					575
9:15 AM	105	132	162	271					670
9:45 AM	105	143	194	214					656
10:20 AM	118	138	165	296					717
10:50 AM	146	148	180	246					720
11:20 AM	97	146	180	197					620
11:50 AM	135	183	286	297					901
12:20 PM	146	227	240	330					943
12:55 PM	182	211	277	365					1,035
1:25 PM	139	208	256	364					967
1:55 PM	283	427	344	431					1,485
2:25 PM	221	297	432	510					1,460
3:00 PM	244	386	547	597					1,774
3:30 PM	215	384	493	538					1,630
4:00 PM	568	944	832	904					3,248
4:30 PM	428	616	887	874					2,805
5:05 PM	434	654	969	1121					3,178
5:35 PM	246	372	521	810					1,949
6:05 PM	217	435	412	578					1,642
6:35 PM	168	302	353	341					1,164
7:05 PM	154	266	329	435					1,184
7:35 PM	87	179	330	451					1,047
8:10 PM	148	288	381	530					1,347
8:40 PM	214	294	379	425					1,312
9:10 PM	161	267	413	591					1,432
9:40 PM	96	254	454	537					1,341
10:20 PM	117	161	373	673					1,324
11:00 PM	97	209	343	513					1,162
11:30 PM	32	94	236	351					713
Total	**6,040**	**9,174**	**11,810**	**14,653**					**41,677**
Overall Total	**13,959**	**20,243**	**27,458**	**33,846**					**95,506**

Departing Mt. CB	April	May	June	July	Aug	Sept	Oct	Nov	Total
6:40 AM	5.4	4.7	6.9	6.9					6.0
7:10 AM	9.8	7.3	4.9	3.9					6.3
7:40 AM	5.8	6.0	6.9	6.7					6.4
8:15 AM	4.1	3.7	4.3	4.7					4.2
8:45 AM	4.4	4.4	5.1	5.6					4.9
9:15 AM	4.2	4.3	5.4	8.7					5.7
9:45 AM	4.2	4.6	6.5	6.9					5.6
10:20 AM	4.7	4.5	5.5	9.5					6.1
10:50 AM	5.8	4.8	6.0	7.9					6.2
11:20 AM	3.9	4.7	6.0	6.4					5.3
11:50 AM	5.4	5.9	9.5	9.6					7.7
12:20 PM	5.8	7.3	8.0	10.6					8.1
12:55 PM	7.3	6.8	9.2	11.8					8.8
1:25 PM	5.6	6.7	8.5	11.7					8.3
1:55 PM	11.3	13.8	11.5	13.9					12.7
2:25 PM	8.8	9.6	14.4	16.5					12.5
3:00 PM	9.8	12.5	18.2	19.3					15.2
3:30 PM	8.6	12.4	16.4	17.4					13.9
4:00 PM	22.7	30.5	27.7	29.2					27.8
4:30 PM	17.1	19.9	29.6	28.2					24.0
5:05 PM	17.4	21.1	32.3	36.2					27.2
5:35 PM	9.8	12.0	17.4	26.1					16.7
6:05 PM	8.7	14.0	13.7	18.6					14.0
6:35 PM	6.7	9.7	11.8	11.0					9.9
7:05 PM	6.2	8.6	11.0	14.0					10.1
7:35 PM	3.5	5.8	11.0	14.5					8.9
8:10 PM	5.9	9.3	12.7	17.1					11.5
8:40 PM	8.6	9.5	12.6	13.7					11.2
9:10 PM	6.4	8.6	13.8	19.1					12.2
9:40 PM	3.8	8.2	15.1	17.3					11.5
10:20 PM	4.7	5.2	12.4	21.7					11.3
11:00 PM	3.9	6.7	11.4	16.5					9.9
11:30 PM	1.3	3.0	7.9	11.3					6.1
Total	**7.3**	**9.0**	**11.9**	**14.3**					**10.8**
Overall Total	**8.5**	**9.9**	**13.9**	**16.5**					**12.4**

GVRTA GHG Emissions Analysis

GHG Emissions Produced and Reduced by the GVRTA

2026	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)	Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of CO2 Emissions Reduction vs. SOV	Kg CO2 Red. per Pass.	Kg of NOx Emissions Created by GVRTA	NOx Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total Kg of NOx Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
January	40,900	2,502	11,342	5,705	133,216	528,696	395,480	9.669	266	7,971	7,705	0.188	22,539	0.551
February	38,093	2,256	8,478	6,316	120,466	492,411	371,945	9.764	290	7,424	7,134	0.187	16,848	0.442
March	35,717	2,442	8,153	6,805	123,287	461,697	338,410	9.475	312	6,961	6,649	0.186	16,202	0.454
April	19,005	2,011	2,910	7,108	91,644	245,669	154,025	8.104	320	3,704	3,384	0.178	5,784	0.304
May	20,243	2,001	3,277	7,366	96,695	261,672	164,977	8.150	332	3,945	3,613	0.179	6,512	0.322
June	27,458	1,952	4,822	6,492	98,029	354,937	256,908	9.356	295	5,352	5,057	0.184	9,582	0.349
July	32,602	1,972	-	7,103	72,308	421,431	349,124	10.709	317	6,354	6,037	0.185	-	-
August														
September														
October														
November														
December														
Total	**214,018**	**15,136**	**38,983**	**46,894**	**735,644**	**2,766,514**	**2,030,870**	**9.489**	**2,132**	**41,712**	**39,580**	**0.185**	**77,467**	**0.362**

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 1.38 average GVRTA bus trips.

The RTA averaged 14.1 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately 48.602 Kg of CO2 emissions and 0.1408 Kg of NOx emissions.

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

Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

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

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

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

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

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

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

Each GGE of CNG contains 1.9872 Kg of methane.

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

Incidents / Missed Runs – June

Date	Time	Type	Description
6/1/2026	3:00:00 PM	Incident	Two stolen bikes reportedly loaded onto RTA bus sometime after 3pm
6/1/2026	6:51:00 AM	Incident	Began driving bus 505 that was missing a breakpad, bus was swapped out with 508 upon discovery of issue
6/1/2026	8:56:00 PM	Missed Lap	Driver shortage
6/5/2026	11:01:00 AM	Missed Lap	Driver shortage
6/10/2026	Unknown	Accident	Bus 512 ran into bay door at 905 W Evans
6/10/2026	7:51:00 PM	Missed Lap	Mechanical
6/12/2026	4:07:00 PM	Incident	PAX boarding wet no shirt, clothes argument, off loading at Almont rude seat very wet
6/12/2026	5:16:00 PM	Missed Lap	Driver shortage
6/12/2026	6:51:00 PM	Missed Lap	Driver shortage
6/12/2026	8:56:00 PM	Missed Lap	Driver shortage
6/13/2026	9:26:00 PM	Missed Lap	Driver shortage
6/14/2026	6:51:00 AM	Missed Lap	NB cancelled, Mechanical
6/14/2026	6:51:00 PM	Missed Lap	Driver shortage
6/14/2026	8:56:00 PM	Missed Lap	Driver shortage
6/26/2026	10:01:00 AM	Missed Lap	Driver shortage
6/27/2026	10:31:00 AM	Missed Lap	Mechanical
6/27/2026	8:56:00 PM	Missed Lap	Driver shortage
6/29/2026	8:56:00 PM	Missed Lap	Driver shortage

Incidents / Missed Runs – July

Date	Time	Type	Description
7/3/2026	11:01:00 AM	Missed Lap	Driver shortage
7/4/2026	5:16:00 PM	Missed Lap	Driver shortage
7/6/2026	2:25:00 PM	Missed Lap	Mechanical, cancelled SB
7/7/2026	6:16:00 PM	Missed Lap	Driver shortage
7/9/2026	9:26:00 PM	Missed Lap	Driver shortage
7/12/2026	6:21:00 AM	Missed Lap	Driver shortage, cancelled NB
7/16/2026	6:51:00 PM	Missed Lap	Driver shortage
7/18/2026	6:51:00 PM	Missed Lap	Driver shortage
7/21/2026	7:10:00 AM	Missed Lap	Mechanical, cancelled B1 SB and B2 NB
7/22/2026	3:30:00 PM	Missed Lap	504 Mechanical, cancelled J1 SB and J2 NB
7/22/2026	N/A	Accident	504 Log truck swiped the mirror
7/28/2026	11:30:00 PM	Incident	511 Vandalism. Had to remove seats in second to last row to remove the seat belts from around the headrests

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	
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512	#513	#514	AEX Buses
January	6,747	9,666	5,374	9,625	7,592	135	9,087	1,268	9,302	2,593	10,011	8,269	3,796			2,520
February	1,713	8,155	616	8,002	5,527	0	8,245	0	8,926	810	11,179	10,147	9,622			4,075
March	3,418	11,940	0	5,914	3,772	0	6,594	2,913	9,391	2,944	7,454	11,384	11,014	4,367		932
April	5,615	8,018	0	1,849	0	0	1,553	2,279	3,279	0	8,972	10,090	9,205	8,193	6,297	315
May	4,642	5,047	0	1,828	1,684	0	2,143	3,974	236	5,284	9,137	6,806	10,040	8,981	9,621	896
June	4,686	778	484	4,499	651	0	3,194	6,744	4,990	612	9,758	0	10,439	8,775	6,961	3,300
July	6,049	4,160	4,978	2,297	1,077	0	601	4,292	6,941	0	4,792	7,799	9,533	4,690	10,081	1,518
Total	**32,870**	**47,764**	**11,452**	**34,014**	**20,303**	**135**	**31,417**	**21,470**	**43,065**	**12,243**	**61,303**	**54,495**	**63,649**	**35,006**	**32,960**	**13,556**

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 &	
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	#510	#511	#512	#513	#514	Fleet	Total
January	$ 9,594	$ -	$ 840	$ 105	$ 105	$ (2,126)	$ 105	$ -	$ 630	$ -						$ 20,476	$ 29,729
February	$ 2,520	$ 1,125	$ -	$ -	$ 1,358	$ 3,326	$ 2,117	$ -	$ 105	$ -	$ -	$ -	$ 525			$ 9,426	$ 19,977
March	$ 3,236	$ 991	$ 3,309	$ 2,849	$ 1,307	$ 5,360	$ 2,357	$ 1,807	$ 2,310	$ 1,957	$ 1,470	$ 630	$ 1,328	$ 649		$ 27,442	$ 52,925
April	$ 1,105	$ 630	$ 4,077	$ 315	$ 788	$ -	$ 189	$ 148	$ 17	$ 420	$ 735	$ -	$ -	$ -	$ -	$ 15,522	$ 23,211
May	$ 951	$ 8,261	$ 698	$ 630	$ 315	$ 846	$ 2,238	$ 495	$ 2,665	$ 108	$ 105	$ 945	$ 735	$ 525	$ 461	$ 23,883	$ 41,090
June	$ 4,886	$ 2,380	$ 945	$ 4,065	$ 4,380	$ 853	$ 1,262	$ 2,999	$ 1,785	$ 105	$ 1,124	$ 576	$ 988	$ 840	$ 1,050	$ 38,385	$ 62,045
July	$ 4,447	$ 1,513	$ 3,641	$ 4,915	$ 5,484	$ 245	$ 4,778	$ 10,340	$ 812	$ 2,750	$ 823	$ 6,573	$ 1,642	$ 1,103	$ 525	$ 47,880	$ 86,805
Total	**$ 26,739**	**$ 14,900**	**$ 13,510**	**$ 12,879**	**$ 13,737**	**$ 8,504**	**$ 13,046**	**$ 15,789**	**$ 8,324**	**$ 5,340**	**$ 4,257**	**$ 8,724**	**$ 5,218**	**$ 3,117**	**$ 2,036**	**$ 183,014**	**$ 315,782**

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2026

Month	GVH Riders	MX Riders	Total Riders	GVH Miles	MX Miles	Total Miles	GVH Invoices	MX Invoices	Total Invoices
January	954	304	1,258	2,638	5,955	8,593	$ 24,042	$ 15,911	$ 39,953
February	958	264	1,222	2,567	5,794	8,361	$ 27,723	$ 15,317	$ 43,040
March	981	306	1,287	2,760	7,144	9,904	$ 27,623	$ 18,593	$ 46,216
April	1,029	278	1,307	3,013	5,508	8,521	$ 25,921	$ 12,887	$ 38,808
May	822	267	1,089	2,771	6,346	9,117	$ 26,474	$ 15,619	$ 42,093
June	880	280	1,160	2,748	4,802	7,550	$ 25,701	$ 13,457	$ 39,158
July	927		927	2,701		2,701	$ 26,887		$ 26,887
August									
September									
October									
November									
December									
Total	**6,551**	**1,699**	**8,250**	**19,198**	**35,549**	**54,747**	**$ 184,371**	**$ 91,784**	**$ 276,155**

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	755,475	2026	734,000	2028	754,000
505	Deisel	2017	Local	Expansion	731,925	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	570,906	2027	616,000	2029	688,000
502	CNG	2019	State	Replace BB	573,462	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	445,740	2029	622,000	2031	642,000
507	CNG	2021	State	Expansion	373,662	2030	639,000	2032	669,000
508	CNG	2023	5339 Disc	Expansion	280,988	2031	642,000	2033	672,000
509	CNG	2023	5339 Disc	Expansion	280,008	2031	649,000	2033	679,000
510	Deisel	2025	Local	Expansion	50,232	2033	680,000	2035	710,000
511	Deisel	2026	5339	Replace 504	48,139	2034	680,000	2036	710,000
512	Deisel	2026	5339	Replace 505	45,140	2034	680,000	2036	710,000
513	Deisel	2026	5339	Expansion	23,021	2035	680,000	2037	710,000
514	Deisel	2026	5339	Expansion	17,383	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	Deisel	2028	5339	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

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

Contract for Services Between
Gunnison Valley Rural Transportation Authority
And RAE Consultants, Inc.

This contract is entered into on July 1, 2026, between RAE Consultants, Inc. (hereinafter referred to as RAE) and the Gunnison Valley Rural Transportation Authority (GVRTA) (hereinafter referred to as GVRTA).

Purpose

The purpose of this contract is to describe the relationship between the GVRTA and RAE regarding services RAE will perform for GVRTA.

Terms and Conditions

The term of this contract is from **July 1, 2026,** through **December 31, 2027.** The terms and conditions can be extended by mutual written agreement of both parties. The terms and conditions can be terminated with 30 days written notice given by either party.

Items of Agreement include:

- GVRTA will provide all related vehicle documentation as requested for use in meeting CDOT contract requirements for MCI procurement and current fleet vehicle disposition.

Consideration

RAE will be paid a total of $6,600.00 for professional consulting services, for Task 1 as shown in Attachment A to this contract. The total amount of funds to be paid under this contract will not exceed $6,600.00 unless otherwise agreed to by both parties. Payments shall be made from the GVRTA to RAE within 30 days of receiving an invoice.

Description of Work

The work to be performed is identified in Attachment A – Scope of Work.

Not An Employee

It is understood through this contract that RAE is contracting with GVRTA to provide specific services, and this contract should in no way be interpreted that the contractor is an employee of GVRTA.

Acknowledgment

All parties hereby acknowledge and accept the terms and conditions of the above contract by evidence of their signatures found below.

Ann M. Beauvais

Ann M Beauvais, President, RAE Consultants, Inc.

Scott A. T

Scott Truex, Executive Director, GVRTA

Date: July 1, 2026

ATTACHMENT A – SCOPE OF SERVICE

The services of Ann Beauvais of RAE Consultants, Inc. will be used to oversee State of Washington, Colorado Department of Transportation (CDOT), and Federal Transit Administration (FTA) procurement and vehicle purchase requirements for award of MCI commuter coaches from FTA and CDOT in 2026/2027. Specific tasks will include:

Task 1:

- 1.1: Follow all State of Washington requirements for purchase of MCI commuter coaches off their cooperative contract.
- 1:2: Assist GVRTA with all related documentation and audit file requirements for State of WA cooperative contract purchase.
- 1.3: Work with the MCI bus vendor to ensure order documents are correctly documented and are in line State of Washington requirements.
- 1.4: Complete price analysis specific to GVRTA MCI purchases to ensure costs are fair and reasonable.
- 1.5: Conduct pre-award and post-delivery audits of Buy America documentation for GVRTA MCI purchases.
- 1.6: Assist GVRTA with related CDOT procurement approvals, to include PCR and PA forms in preparation to order vehicle from MCI.
- 1.7: Assist GVRTA with related CDOT inspection, acceptance, and reimbursement requirements upon delivery of new MCI, anticipated in 2027.

Labor Hours: Not to exceed 55 hours.

Billing Rate: $120.00 an hour.

Budget: $6,600.00

Executive Director's Report

August, 2026 Board Meeting Packet

Financial Report

The June report is in your packet and here are some highlights:

- Sales tax through May is down 0.5% from last year.
- June and July are big months and I hope to have information about June revenues for you at the meeting.
- Expenditures in the June report reflect the first six months of data for the year, so I've started including more accurate year-end projections for line items.
- We are now planning to take possession of the three smaller buses in 2027, so those will be included in 2027 expenses.
- Most, if not all of the construction of the transit center will occur in 2027, so most of the expenses for this project will also be included in the 2027 budget.
- The Brush Creek roundabout project has been delayed, so our contribution towards those expenses will be moved to the 2027 budget as well.
- The airline mechanic is leaving the valley due to health reasons, so we will not be contributing to his compensation this year. He will be relocating to Montrose and will still be able to work on aircraft in Gunnison if asked to.
- The expenses for the senior service from Mt. Express are exceeding the budget allowed for in their contract. I will look into the reasons why and bring this item to you for a potential amendment to the contract and budget at a future meeting.

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

- None.

Grant updates:

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

- We have received the reimbursement for $1,398,726 for coaches 513 and 514. We will also be submitting a reimbursement request for the training program that will take place in August before we close out this grant.
- I have submitted our first three reimbursement request for our SB-267 grant for the transit center and we have started receiving the funds from this grant.

- We have received the executed the grant contract from CDOT for $734k in CTE funds which should cover approximately 63% of the cost of purchasing three new smaller buses in late 2026 or early 2027. We are getting ready to submit our Procurement Concurrence Request (PCR and Purchase Authorization Request (PA) and once they are approved, we will order the buses.
- I approved a scope of work and am waiting for a contract to be offered by CDOT for $768,557 in FTA Section 5339(b) grant funding to replace coach #506.
- We received our award letter for the $1,508,000 in Congressionally Directed Spending to purchase two new expansion coaches. We are waiting for a scope of work and then a grant contract for this grant.
- We received an award letter and are waiting for a scope of work for $723,340 in FTA Section 5339(a) grant funding to replace coach #503.
- I submitted the application for our 2027 operating grant of $389,359. I expect to have this contract in place by the end of this year.
- I am preparing to submit our application for our 2027 CTE operating grant of approximately $378,000 to be used towards our expanded service. This grant will increase to approximately $662,000 in 2028 and beyond.

Current GVRTA Grants

	Type	CDOT Budget Number		Amount	Application Submitted	Award letter	Milestones & Risk Assessment	Scope of Work Approved	Contract Executed	PCR Approved	PA Approved	First REQ submitted	Last REQ submitted	Closeout Requested	Closeout Approved
5339(a) - 2 replacement buses 513 & 514	Capital	16132	$	1,426,924	4/5/2024	10/7/2024	10/2/8/24	1/22/2025	2/18/2025	3/31/2025	5/8/2025	6/5/2026			
SB267 - Gunnison Transit Center	Capital	16248	$	1,000,000			2/6/2025	10/27/2025	10/29/2025	12/11/2025	2/23/2026	6/5/2026			
CTE - FASTER - 3 BOC expansion buses	Capital	17120	$	734,000	8/14/2025	1/28/2026	2/6/2026	3/26/2026	6/17/2026						
5339(b) - 1 replacement bus 515 - repl 506	Capital	17147	$	768,557	7/8/2025	2/19/2026	3/5/2026	6/4/2026							
CDS - 5339(b) - 2 expansion buses 516 &517	Capital	TBD	$	1,508,000	3/14/2025	6/4/2026	6/15/2026								
5339(a) - 1 replacement bus 518 - repl 503	Capital	17168	$	723,340	12/3/2025	5/22/2026	5/27/2026								
5311 Operating Grant - 2027	Operating	TBD	$	389,359	5/22/2026	6/23/2026									
CTE - FASTER - expansion of service 2027	Operating	TBD	$	378,000											

June and July ridership numbers:

- In June, we carried 27,458 people, which was up 4% from last June.
- In July, we carried 32,602 people, which was down 9.5% from last July.
- Year to date, we are down about 9% from last year.
- The number of missed trips was lower for both June and July.
- We ran extra buses on July 4th for the 9:00 and 9:30 northbound trips and carried 240 people northbound during that hour.

Fleet Status:

- Buses in service as of 8/7:
    - 504, 505, 507, 508, 510, 511, 512, 513, 514
- Buses out of service as of 8/7:
    - 500- EGR diagnostic needed
    - 501- Being rebuilt, approximately 8-10 labor hours remain
    - 502- Tag axle control alarm and waiting on alternator for installation

  - 503- Kenworth completed the transmission repair on 8/5. Needs valve job, spark plugs, and front-end work
  - 506- Main seal oil leak
  - 509- At Kenworth until approximately 8/12, will go to Braun for installation of new wheelchair lift upon completion. ETA dependent upon needed parts

Other matters:

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

- We have been chosen by CDOT for a Subrecipient Informational Review (SIR). Each agency in the state is reviewed periodically and our last review was in 2019. I will be completing a very thorough request for information with help from Kim and submitting this form to CDOT before their September 4th deadline. CDOT will then perform a desk review and schedule a site visit this fall. We will be evaluated to ensure that we are operating within federal regulations and requirements and use their feedback to adjust our processes if necessary.
- Our current contract with Gunnison County to act as our fiscal agent expires at the end of this year. I met with Matthew Bernie, and we are working to create a new agreement that I hope to bring to you in the next month or two.
- The County's contract with Love's to provide CNG fuel with their station also expires soon and I'm working with John Cattles to discuss the future of the station with representatives from Love's. I will keep you posted as to what we find out.
- Leia, Mike, and I will be attending the CASTA fall conference in Breckenridge next month and we will have one of our new buses on display there. (MCI asked if we would bring the bus to show other agencies what the new model looks like.)

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Corridor Planning Project Update

Board Members,

As you may know, I have been serving on the Project Advisory Committee (PAC) for the Gunnison Valley Corridor Planning project on behalf of the RTA. There have been several meetings and the group is working through the details of a potential MOU between the parties. I suggested that the RTA and the Mt. Express continue to be part of the PAC without being parties to the MOU and that seems to be the direction we are going at this time. This will still allow the RTA and Mt. Express to give our advice regarding transit and corridor planning and should speed up the process of getting the MOU completed.

The project team will be having listening sessions during public meetings of each of the entities involved in the project. The team asked me if you would like them attend an RTA Board meeting to get your input. I suggested that this might be a duplication of efforts since each of you are having these sessions at your municipal/county board meetings. What your thoughts on this? Would you like to have them attend the September 25th meeting of the GVRTA Board for a listening session?

I look forward to hearing your thoughts on this so that I can let the team know how you would like to proceed.

Thank you,
Scott Truex
Executive Director

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: 2026-27 Winter Air Service Contracts

Board Members,

We have received proposals from United Airlines for two winter service contracts. The proposals are described briefly below and Bill Tomcich will be available at the meeting to provide more details.

Houston:

The Houston winter service is proposed to be at the same level as last year with daily service and 101 round-trip flights. The proposed MRG cap amount is $298,219 which is up from $204,352 last year primarily due to the increased costs of fuel. The program carried over 10,300 passengers last year with a 70% load factor. Bill and I recommend that we accept this proposal and if the board agrees, I would ask for a ***motion to authorize the Board Chair to sign a contract with United Airlines for the service as described for an amount not to exceed $298,219***.

Chicago:

We received two proposals for the winter Chicago service. The first is to essentially run the same service as last year with a cap of $350,475 which is up from $308,004 last year. This would provide holiday and weekend service for the latter part of the winter and there would be 21 round-trip flights. The second is to increase the weekend service to the entire winter. This would result in 43 round-trip flights between Gunnison and Chicago with a cap of $795,878.

Rick has applied to the DOT to allow us to modify the County's $600k SCASD grant to be used for this program. If approved, this request would allow us to pay for 50% of the total cost of the program with these funds. If the DOT authorizes an amendment to the grant which allows for this, the we would recommend approval of the contract to increase the service.

Therefore, in order to move this contract along as soon as we hear back from the DOT, we request a ***motion to authorize the Board Chair to sign a contract with United Airlines for winter service of 43 round-trips between Gunnison and Chicago for an amount not to exceed $795,878 if we receive a grant amendment from the DOT which will pay 50% of the cost up to $397,939 for the service or to sign a contract with United Airlines for winter service of 21 round trips with a cap of $350,475 if we do not receive the grant amendment.***

Thank you,
Scott Truex
Executive Director

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Winter bus schedule

Board Members,

Please find the proposed bus schedule is on the next page. The proposed schedule is identical to the schedule we ran last winter. If you agree with the schedule, I request a motion to approve it as presented.

As a reminder, we are planning to run this 41 trip winter schedule throughout the year and then increase to 53 trips starting in the winter of 27-28.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

FREE BUS
WINTER 2026-2027
YOUR PUBLICLY FUNDED BUS SYSTEM

RTA **FREE BUS** – The 41 round-trip Winter Schedule starts on November 23rd

FOR THE FULL SCHEDULE, INCLUDING ALL OF OUR BUS STOPS, PLEASE VISIT
WWW.GUNNISONVALLEYRTA.COM

The bus leaves from these selected stops at these times:

GUNNISON COMMUNITY SCHOOLS NORTHBOUND:

5:25 AM	8:00 AM	10:35 AM	1:45 PM	4:20 PM	7:40 PM
5:55 AM	8:30 AM	11:05 AM	2:15 PM	4:35 PM	8:10 PM
6:25 AM	8:45 AM	11:40 AM	2:30 PM	5:05 PM	8:45 PM
6:40 AM	9:00 AM	12:10 PM	3:00 PM	5:35 PM	9:15 PM
6:55 AM	9:15 AM	12:40 PM	3:15 PM	6:05 PM	9:45 PM
7:10 AM	9:35 AM	12:55 PM	3:30 PM	6:40 PM	10:15 PM
7:30 AM	10:05 AM	1:25 PM	3:50 PM	7:10 PM	

GUNNISON – SPENCER AND HWY 135 NORTHBOUND:

5:40 AM	8:15 AM	10:50 AM	2:00 PM	4:35 PM	7:55 PM
6:10 AM	8:45 AM	11:20 AM	2:30 PM	4:50 PM	8:25 PM
6:40 AM	9:00 AM	11:55 AM	2:45 PM	5:20 PM	9:00 PM
6:55 AM	9:15 AM	12:25 PM	3:15 PM	5:50 PM	9:30 PM
7:10 AM	9:30 AM	12:55 PM	3:30 PM	6:20 PM	10:00 PM
7:25 AM	9:50 AM	1:10 PM	3:45 PM	6:55 PM	10:30 PM
7:45 AM	10:20 AM	1:40 PM	4:05 PM	7:25 PM	

MT CRESTED BUTTE TRANSIT CENTER SOUTHBOUND:

6:40 AM	9:15 AM	11:50 AM	3:00 PM	5:35 PM	8:55 PM
7:10 AM	9:45 AM	12:20 PM	3:30 PM	5:50 PM	9:25 PM
7:40 AM	10:00 AM	12:55 PM	3:45 PM	6:20 PM	10:00 PM
7:55 AM	10:15 AM	1:25 PM	4:15 PM	6:50 PM	10:30 PM
8:10 AM	10:30 AM	1:55 PM	4:30 PM	7:20 PM	11:00 PM
8:25 AM	10:50 AM	2:10 PM	4:45 PM	7:55 PM	11:30 PM
8:45 AM	11:20 AM	2:40 PM	5:05 PM	8:25 PM	

CRESTED BUTTE 4-WAY STOP SOUTHBOUND:

6:48 AM	9:23 AM	11:58 AM	3:08 PM	5:43 PM	9:03 PM
7:18 AM	9:53 AM	12:28 PM	3:38 PM	5:58 PM	9:33 PM
7:48 AM	10:08 AM	1:03 PM	3:53 PM	6:28 PM	10:08 PM
8:03 AM	10:23 AM	1:33 PM	4:23 PM	6:58 PM	10:38 PM
8:18 AM	10:38 AM	2:03 PM	4:38 PM	7:28 PM	11:08 PM
8:33 AM	10:58 AM	2:18 PM	4:53 PM	8:03 PM	11:38 PM
8:53 AM	11:28 AM	2:48 PM	5:13 PM	8:33 PM	

CB SOUTH – RED MOUNTAIN PARK NORTHBOUND:

6:06 AM	8:41 AM	11:16 PM	2:26 PM	5:01 PM	8:21 PM
6:36 AM	9:11 AM	11:46 PM	2:56 PM	5:16 PM	8:51 PM
7:06 AM	9:26 AM	12:21 PM	3:11 PM	5:46 PM	9:26 PM
7:21 AM	9:41 AM	12:51 PM	3:41 PM	6:16 PM	9:56 PM
7:36 AM	9:56 AM	1:21 PM	3:56 PM	6:46 PM	10:26 PM
7:51 AM	10:16 PM	1:36 PM	4:11 PM	7:21 PM	10:56 PM
8:11 AM	10:46 PM	2:06 PM	4:31 PM	7:51 PM	

CB SOUTH – RED MOUNTAIN PARK SOUTHBOUND:

7:00 AM	9:35 AM	12:10 PM	3:20 PM	5:55 PM	9:15 PM
7:30 AM	10:05 AM	12:40 PM	3:50 PM	6:10 PM	9:45 PM
8:00 AM	10:20 AM	1:15 PM	4:05 PM	6:40 PM	10:20 PM
8:15 AM	10:35 AM	1:45 PM	4:35 PM	7:10 PM	10:50 PM
8:30 AM	10:50 AM	2:15 PM	4:50 PM	7:40 PM	11:20 PM
8:45 AM	11:10 AM	2:30 PM	5:05 PM	8:15 PM	11:50 PM
9:05 AM	11:40 AM	3:00 PM	5:25 PM	8:45 PM	

All buses are wheelchair accessible. For more information or lost & found, please call 970-641-4111.

Gunnison Valley Transportation Authority

Request for Qualifications for Engineering Services
- Bus Pullout in Crested Butte South, Colorado
- Bus Stop Improvements in Gunnison, Colorado

This Gunnison Valley Transportation Authority (GVTA) Request for Qualifications (RFQ) is to engage the services of a qualified, responsive, and responsible engineering firm that will provide engineering services, project management and construction contract administration services to design and oversee the construction of a bus pullout south of the CB South POA Building located at 61 Teocalli Rd. in Crested Butte South and improvements to an existing bus stop just north of the property located at 705 W. Virginia Avenue in Gunnison and adding asphalt aprons to the two bus stops along Hwy 135 at Denver and Spencer.

PROJECT SUMMARY

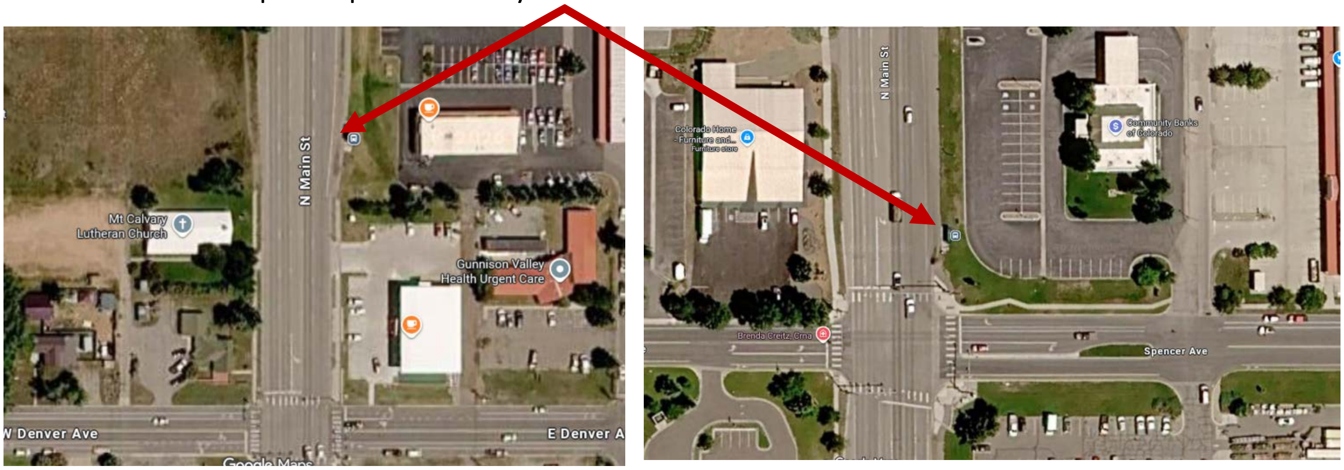
The design for the bus pullout project in CB South is contingent upon input from the CB South POA and Gunnison County but will likely consist of one northbound paved pullout location approximately 55’ long by 10’ wide. The pullout will have a 20’ x 7’ concrete pad to serve as a waiting area and to support a shelter which will be supplied by GVTA. The shelter will be a prefab structure of approximately 9’ x 5’ which will include a bench, trash receptacle, and solar powered bus stop sign, all provided by the GVTA, to be installed by a contractor selected for the construction phase. This project will require a building permit from Gunnison County for the shelter and a construction/utility permit from Gunnison County for construction of the pullout/shelter in their right of way.

Approximate location of bus pullout in CB South

Location of bus stop improvements in Gunnison

The bus stop improvement project in Gunnison may require a retaining wall and will have a 20’ x 7’ concrete pad to serve as a waiting area and to support a shelter which will be supplied by GVTA. The shelter will be a prefab structure of approximately 9’ x 5’ which will include a bench, trash receptacle, and solar powered bus stop sign, all provided by the GVTA, to be installed by a contractor selected for the construction phase. This project may require a building permit from the City of Gunnison for the shelter.

Locations of new asphalt aprons on Hwy 135



The current bus stops at the corners of Hwy 135 and Denver Avenue and Hwy 135 and Spencer Avenue have eroding asphalt or gravel pullouts. This project includes upgrading these pullouts with asphalt aprons for the bus to be able to pull into at the bus stops without creating potholes. This part of the project may require permits from CDOT and/or the City of Gunnison.

All projects must be ADA accessible.

The GVTA intends to complete these projects in the spring and summer of 2027 with initial planning and design phases occurring in the fall and winter of 2026/2027.

SCOPE OF SERVICES

The Responder shall perform all necessary professional services to properly carry out the activities in the project in accordance with the GVTA, City, and County prescribed rules, regulations, policies and governing law and will have the following broad phases:

Preliminary Design Phase.

1. Assist Gunnison Valley Transportation Authority (GVTA) in determining the best location for the pullout and shelters incorporating feedback from project partners.
2. Perform field survey to define and document all existing conditions, to establish road right of way boundaries, utility locations, and to establish permanent horizontal and vertical bench marks and references to be used by the contractor in staking the construction.
3. Prepare preliminary design documents consisting of final design criteria, preliminary drawings, outline specifications, and cost estimates.

Final Design Phase.

1. Prepare final drawings affixing the character and extent of the project.
2. Prepare construction specifications in accordance with industry standards and Gunnison County and the City of Gunnison's requirements.

3. Prepare all necessary documents for submittal to Gunnison County and the City of Gunnison construction/utility permits and building permits.
4. Prepare contract general conditions.

Obtaining Bids and Contract from Contractor.

1. Solicit proposals for the construction phase of the project in accordance with the GVTA Procurement Policies and Standards dated 6/26/26.
2. Make recommendation to GVTA regarding contractor capabilities and bid qualifications, in accordance with GVTA Procurement Policies and Standards.
3. Assist GVTA in negotiating terms of contract with selected contractor.

Construction Phase.

1. Perform engineering services as set forth in the Contract General Conditions.
2. Perform site visits to the site at intervals appropriate to the various stages of construction to observe the quality and progress of the construction.
3. Review and approve all submittals and shop drawings.
4. Issue all instructions to the Contractor as necessary to interpret and clarify the Contract Documents, and in conjunction therewith prepare any required change orders.
5. Conduct final inspections and certify completion of the project as being in compliance with the Contract Documents.
6. Submit all required documentation to Gunnison County and/or the City of Gunnison to close out the project.

PROJECT SCHEDULE

The Responder shall provide a target schedule for completion of the Preliminary Design Phase of the projects. The GVTA desires to have the projects fully constructed, complete and operational by October 1, 2027.

OTHER INFORMATION

Questions regarding the project, scope of services and response requirements should be directed to:

Scott Truex
struex@gunnisonvalleyrta.org

Questions or comments, if any, shall be submitted in written form. The GVTA will review all questions and comments and respond in writing to all prospective Responders.

Expenses incurred by prospective Respondents in preparation, submission and presentation of a statement of qualifications are the sole responsibility of the Responders and cannot be charged to the GVTA.

STATEMENT OF QUALIFICATIONS, CONTENT AND FORMAT

1. The Statement of Qualifications should include information in the format outlined in this RFQ. Include concise, but complete information about your firm or team, emphasizing why your firm or team is qualified for this project. Provide the same information for the lead firm and partnering firm(s), if any, describing their level of involvement in the project. Short-listed firms or teams may be required to make a formal, in-person presentation to the selection committee if requested. However, the GVTA reserves the right to make a final selection from the original submittals.

2. The Statement of Qualifications should include the following:

    a. Cover Letter. A cover letter containing company information such as the name, address, and daytime phone number(s) for the lead firm and any partnering firm(s). The lead firm's primary contact person shall be identified along with any individuals who will be authorized to act on behalf of the firm. The letter shall bear the signature of the person authorized to act as the legal agent of the principal firm.

    b. Experience and Qualifications. A description of the experience and technical qualifications of the Respondent related to this project. The proposal should address:

        i. Professional background of key staff to be involved in this project
        ii. Technical expertise of the firm, and most specifically, those individuals who will be involved in this project
        iii. Availability and response time associated with this project and additional work that may become available from the GVTA.
        iv. Note that the GVTA will prohibit any change of personnel working on the scope of the project without the express written consent of the GVTA. The Responder in providing a proposal shall to the best of its ability represent the time that each consultant/engineer will commit to the project.

    c. Project Understanding and Approach. A description of the Responder's plan to successfully complete the project. Conceptual drawings may be submitted for illustration purposes.
    d. Relevant Experience and References. A list of several successfully completed projects similar in scope to this one, including the following information:

        i. Location
        ii. Description and size (may include sketches, plans, photographs from one or two projects most similar to the GVTA project
        iii. Cost of each phase as identified in this RFQ
        iv. Name and contact information for owner's representative familiar with the project and the services to be provided by the Responder
        v. Sub consultants or sub-firms used (if any)

3. Schedule for completion. A description of the planned schedule for completing the project.

4. Scope of Services and Cost Proposals. A description of the services anticipated to be needed for this project. The Responder may simply refer to the services outlined above in this RFQ, but Responders may choose to elaborate on the services proposed if necessary for clarification, if other services are expected to be necessary, or to demonstrate an understanding of the project. Responders are also invited to propose, in addition to the required information contained herein, alternative methodology to achieve the goals of this project. Responders should be as brief as possible. Changes to the scope of services may result from contract negotiations with the selected Responder.

SUBMITTAL DEADLINE

Submit Proposal electronically to GVTA at struex@gunnisonvalleyrta.org no later than 3:00 p.m. local time, on September 10, 2026. Complete proposals will be presented to the GVTA Board of Directors at the September 25, 2026 meeting to select a firm with which to conduct negotiations.

SUBMITTAL PROCESS

Responders shall submit one (1) electronic copy in pdf format of their Statement of Qualifications as outlined in this RFQ.

During the review process, all statement of qualification shall remain confidential. After an agreement is approved by the GVTA, documents submitted and not withdrawn prior to the submittal deadline may be reviewed by the public. All documents shall become the property of the GVTA and may, thereafter, be used by the GVTA without compensation to the Responder for any lawful purpose. Information submitted is subject to the Colorado Open Records Act.

RESERVATION OF RIGHTS

The GVTA reserves the right to reject any or all proposals, to waive informalities and irregularities in the proposals received, and accept any portion of any proposal if deemed in the best interest of the GVTA. The GVTA also reserves the right to increase or decrease the scope of the project or terminate the project for any reason.

CONFLICT OF INTEREST

In order to prevent real or apparent conflicts of interest, the GVTA prohibits contractors that have participated in FTA-funded design or evaluation services from bidding on any resulting construction work, services, or capital equipment purchases. All specifications prepared by design consultants must be written in such a manner that any reasonable, competent contractor could understand the requirement and perform the work.

SELECTION PROCESS

The GVTA will conduct a competitive selection process to select an engineering firm or team for the project based on the statements of qualification received. The GVTA may elect to interview or negotiate with one or more Responders, pursuant to the requirements of the Brooks Act, or it may select an engineer based on review alone of the statements of qualifications. Applications will be reviewed pursuant to the following evaluation criteria:

EVALUATION CRITERA AND WEIGHTING

Evaluation of Statements of Qualification and ranking or selection of the Engineer will be based upon the following criteria and relative importance.

1. Respond to all questions (pass/fail)
2. Proposal completeness, project understanding and approach (25%)
3. Experience and Qualifications (50%)
4. Proposed Schedule for Completion (25%)

Contract negotiations will be conducted with only the most qualified Responder. Failing agreement on price, negotiations with the next most qualified offeror shall be conducted until a contract award can be made to the most qualified offeror whose price is fair and reasonable to the GVTA. The GVTA reserves the right to reject all proposals.

All submitted proposals will be reviewed by the GVTA and a Responder will be recommended to the GVTA Board to award the contract. Responders shall provide company information and project experience and references. Proposals that do not include required information may be considered non-responsive and may be eliminated from consideration. The lowest cost proposal is not a determining factor. Qualifications of responders are a critical part of the selection process. The GVTA reserves the right to accept or reject any proposal or part of the proposal for any reason, or no reason, without recourse by any Responder and to award a contract to any Responder on any basis which the GVTA, in its sole and absolute discretion, determines to be in the best interest of the GVTA. Proposals will remain in effect for a minimum of 60 days.

TIME SCHEDULE FOR BID PROCESS

The time schedule for the selection process is as follows, but is subject to change:

- Solicit firms and advertise for RFQ's on August 21, 2026
- Receive and open RFQ's on September 10, 2026
- Negotiate contract with selected firm on or before September 24, 2026
- Recommendation to GVTA Board and award contract on September 25, 2026
- Execute contract with selected firm on or before October 2, 2026
- Issue a Notice to Proceed and conduct a pre-design meeting with firm on October 7, 2026

To the Board of Directors
Gunnison Valley Rural Transportation Authority
Gunnison, Colorado

We have audited the financial statements of the Gunnison Valley Rural Transportation Authority (the "Authority") for the year ended December 31, 2025. Professional standards require that we provide you with the following information related to our audit.

Qualitative Aspects of Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in the Notes to the Financial Statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. There are no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- Estimated useful lives for depreciation on fixed assets: Management's estimate is based on industry practice and experience. We evaluated the key factors and assumptions used to develop the useful lives used in determining depreciation and found that it is reasonable in relation to the financial statements taken as a whole.

- Estimated allowance for uncollectible receivables at December 31, 2025, which management has based on industry practice and experience, including actual collections since year-end.

- Estimating the discount rate and term extension for the subscription lease liability and leased asset.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no misstatements detected as a result of audit procedures which were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial, accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, which could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

As is required in an audit engagement we have requested certain representations from management that are included in the management representation letter.

Financial Reporting Model Improvements

Financial reporting standards for the Authority are promulgated by the Governmental Accounting Standards Board, which has issued Statement No. 103, Financial Reporting Model Improvements ("GASB 103") to improve the effectiveness of financial reporting in certain areas of the financial statements. These improvements include updates to the Management Discussion and Analysis; defining and reporting unusual or infrequent items and information about major component units in basic financial statements.

GASB 103 is effective for reporting periods beginning after June 15, 2025, and all reporting periods thereafter, so the Authority must apply this standard for the 2026 fiscal year. We will work with the Authority to assist with implementation of this new standard.

This report is intended solely for the information and use of the Board of Directors, management, and others within the Authority and is not intended to be, and should not be, used by anyone other than those specified parties.

Sincerely,

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 27, 2026

Gunnison Valley Rural Transportation Authority

Financial Report

December 31, 2025

Gunnison Valley Rural Transportation Authority
Financial Report
December 31, 2025

Table of Contents

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Gunnison Valley Rural Transportation Authority
Gunnison, Colorado

Opinions

We have audited the accompanying financial statements of the governmental activities and the major fund of Gunnison Valley Rural Transportation Authority (the “Authority”), as of and for the year ended December 31, 2025, which collectively comprise the Authority’s basic financial statements as listed in the Table of Contents, and the related notes to the financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Gunnison Valley Rural Transportation Authority, as of December 31, 2025, the respective changes in financial position and the respective budgetary comparison of the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor’s Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Gunnison Valley Rural Transportation Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Gunnison Valley Rural Transportation Authority’s management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority’s ability to continue as a going concern for one year after the date that the financial statements are issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison Valley Rural Transportation Authority
Gunnison, Colorado

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis in Section B be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
Avon, Colorado
July 27, 2026

MANAGEMENT'S DISCUSSION AND ANALYSIS

Management's Discussion and Analysis
December 31, 2025

As management of the *Gunnison Valley Rural Transportation Authority* (the "Authority"), we offer readers of the Authority's financial statements this narrative summary of the financial activities of the Authority for the fiscal year ended December 31, 2025.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of two components: 1) financial statements; and 2) notes to the financial statements. These components are discussed below.

Financial Statements: The financial statements are designed to provide readers with an overview of the Authority's finances, from both a short-term fund perspective and a long-term economic perspective.

The Balance Sheet/Statement of Net Position presents information on all the Authority's assets and liabilities (both short-term and long-term), with the difference between the two reported as fund balance or net position. The Balance Sheet column presents the financial position focusing on short-term available resources and is reported on a modified accrual basis of accounting. The Statement of Net Position column presents the financial position focusing on long-term economic resources and is reported on a full accrual basis. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities shows how the Authority's fund balance and net position changed during the most recent fiscal year. Again, the Statement of Revenues, Expenditures and Changes in Fund Balance column focuses on short-term available resources and is reported on a modified accrual basis. The Statement of Activities column focuses on long-term economic resources and is reported on a full accrual basis.

The Authority adopts an annual appropriated budget for its only fund, the General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget.

The Authority's financial statements can be found in Section C of this report.

Notes to the Financial Statements: The notes provide a background of the entity, certain required statutes, and accounting policies utilized by the Authority. They also provide additional information that will aid in the interpretation of the financial statements. The Notes to the Financial Statements can be found in Section D of this report.

Financial Analysis of the Authority

Gunnison Valley Rural Transportation Authority's Net Position

	12/31/25	12/31/24
Assets:		
Current assets	6,643,435	5,939,802
Capital assets	14,634,629	14,948,712
Total Assets	21,278,064	20,888,514
Liabilities:		
Current liabilities	724,349	408,816
Non-Current liabilities	23,090	-
Total Liabilities	747,439	408,816
Net Position:		
Investment in capital assets	14,590,459	14,948,712
Restricted	206,000	222,000
Unrestricted	5,734,166	5,308,986
Total Net Position	20,530,625	20,479,698

Between December 31, 2024 and 2025, total assets of the Authority increased by $389,550. Capital assets of the Authority decreased by $314,083 during 2025 as depreciation expense exceeded additions to capitalized assets.

Between December 31, 2024 and 2025, total liabilities of the Authority increased by $338,623. This change in liabilities is related to a change in the classification of the amount due to other governments, timing of payments to vendors, and the recognition of a subscription based information technology arrangement liability and typically varies on an annual basis.

Approximately 71% of the Authority's net position reflects its investment in capital assets, which include land, improvements and vehicles (e.g., buses). The Authority uses its capital assets to provide transportation services to its citizens; therefore, these assets are not available for future spending. Of the remaining $5,940,166 of net position, $206,000 has been restricted for emergencies. The remaining balance of $5,734,166 may be used to meet the Authority's ongoing obligations relating to its operations.

Financial Analysis of the Authority (continued)

The Authority's net position increased $50,927 from the prior year. This change is summarized below:

Gunnison Valley Rural Transportation Authority's
Change in Net Position

	2025	2024
Revenues:		
Transportation Authority sales tax	6,466,177	6,267,366
Department of Transportation grant	367,008	359,512
Other revenue	122,065	102,718
Earnings on investments	200,438	142,891
Total Revenues	7,155,688	6,872,487
Expenses:		
Operating supplies and miscellaneous	1,699	4,790
Professional services	999,049	800,931
Auditing	12,895	12,590
Sales tax collection fee	22,112	24,854
Contracted temporary labor	7,796	94,135
Airline guarantees	405,898	521,954
Ground transportation	3,199,346	3,143,128
Advertising and legal notices	14,360	9,515
Insurance and bonds	20,138	20,287
Repairs, maintenance and fuel	1,011,534	1,089,107
Meals and lodging	3,886	2,132
Dues and meetings	24,519	29,037
Building repairs and maintenance	49,000	21,257
Interest expense	508	-
Treasurer's fees	64,377	62,080
Depreciation and amortization	1,253,644	885,752
Administrative services	14,000	13,220
Total Expenses	7,104,761	6,734,769
Change in Net Position	50,927	137,718
Net Position:		
Beginning of the Year	20,479,698	20,341,980
End of the Year	20,530,625	20,479,698

In 2025, revenues increased $283,201 from 2024 due to an increase in sales tax collections and an increase to investment earnings.

Transportation Authority sales taxes were again the most significant source of income. This revenue stream represents the 1% Transportation Authority sales tax passed by the voters; collections of the tax began in January 2003.

In 2025, expenses increased $369,992 from 2024, which are a result of increase in miles driven by Alpine Express and an increase in depreciation.

Financial Analysis of the Authority (continued)

Expenses in 2025 totaled $7,104,761. The Authority's costs are approved by the Board. Administration of the Authority is also the responsibility of the Board and its officers. The largest expense during the year was for ground transportation of $3,199,346. The other significant expenses incurred for 2025 were airline guarantees; professional services; repairs, maintenance, and fuel; and depreciation expense.

Budget Variances in the General Fund:

The Authority's revenues were $63,988 greater than budget and expenditures were $228,333 under budget during fiscal year 2025.

Significant budget variances in the General Fund were as follows:

	Final Budget	Actual	Final Budget Variance Positive (Negative)	Reason
Expenditures:				
Repairs, maintenance, and fuel	1,168,000	1,006,933	161,067	Budget was based on 2024 expenses, which were inflated due to increase in fleet size in the prior year

Capital Assets

The Authority's capital assets decreased $314,083 in 2025, as previously discussed due to an increase in depreciation expense. Additional information as well as a detailed classification of the Authority's net capital assets can be found in the Notes to the Financial Statements in Section D of this report.

Next Year's Budget

The Authority's General Fund balance at the end of the 2025 fiscal year totaled $5,940,166. The Authority's 2026 budget anticipates a decrease in ending fund balance of $1,014,871. The 2026 budget anticipates revenues of $11,907,632 and expenditures of $12,922,503.

Request for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to:

Gunnison Valley Transportation Authority
200 E Virginia Ave.
Gunnison, CO 81230

BASIC FINANCIAL STATEMENTS

Gunnison Valley Rural Transportation Authority
Balance Sheet/Statement of Net Position
December 31, 2025

	General Fund	Adjustments	Statement of Net Position
Assets:			
Cash and cash equivalents	5,773,198	-	5,773,198
Due from other governments	859,273	-	859,273
Prepaid items	10,964	-	10,964
Capital assets, net	-	14,634,629	14,634,629
Total Assets	6,643,435	14,634,629	21,278,064
Liabilities:			
Warrants payable	497,470	-	497,470
Intergovernmental payable	205,799	-	205,799
SBITA liability:			
Due within one year	-	21,080	21,080
Due in more than one year	-	23,090	23,090
Total Liabilities	703,269	44,170	747,439
Fund Balance/Net Position:			
Non-spendable	10,964	(10,964)	-
Spendable:			
Restricted for emergencies	206,000	(206,000)	-
Unassigned	5,723,202	(5,723,202)	-
Total Fund Balance	5,940,166	(5,940,166)	-
Total Liabilities and Fund Balance	6,643,435		
Net Position:			
Net investment in capital assets		14,590,459	14,590,459
Restricted for emergencies		206,000	206,000
Unrestricted		5,734,166	5,734,166
Total Net Position		20,530,625	20,530,625

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Rural Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance / Statement of Activities
For the Year Ended December 31, 2025

	General Fund	Adjustments	Statement of Activities
Revenues:			
Transportation Authority sales tax	6,466,177	-	6,466,177
Department of Transportation grant	367,008	-	367,008
Other revenue	122,065	-	122,065
Earnings on investments	200,438	-	200,438
Total Revenues	7,155,688	-	7,155,688
Expenditures/Expenses:			
Operating supplies and miscellaneous	1,699	-	1,699
Professional services	999,049	-	999,049
Auditing	12,895	-	12,895
Sales tax collection fee	22,112	-	22,112
Contracted temporary labor	7,796	-	7,796
Airline guarantees	405,898	-	405,898
Ground transportation	3,199,346	-	3,199,346
Advertising and legal notices	14,360	-	14,360
Insurance and bonds	20,138	-	20,138
Repairs, maintenance, and fuel	1,006,933	4,601	1,011,534
Meals and lodging	3,886	-	3,886
Dues and meetings	24,519	-	24,519
Building repairs and maintenance	46,869	2,131	49,000
Treasurer's fees	64,377	-	64,377
Administrative services	14,000	-	14,000
Depreciation and amortization	-	1,253,644	1,253,644
Capital outlay	946,293	(946,293)	-
Debt service:			
Principal	21,037	(21,037)	-
Interest	508	-	508
Total Expenditures/Expenses	6,811,715	293,046	7,104,761
Excess (Deficiency) of Revenues over Expenditures	343,973	(293,046)	50,927
Other Financing Sources:			
SBITA issuance	65,207	(65,207)	-
Change in Fund Balance/Net Position	409,180	(358,253)	50,927
Fund Balance/Net Position:			
Beginning of the year	5,530,986		20,479,698
End of the year	5,940,166		20,530,625

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Rural Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
General Fund
For the Year Ended December 31, 2025
(With Comparative Actual Amounts For the Year Ended 2024)

	2025				2024
	Original Budget	Final Budget	Actual	Final Budget Variance Positive (Negative)	Actual
Revenues:					
Transportation Authority sales tax	6,326,000	6,423,300	6,466,177	42,877	6,267,366
Department of Transportation grant	2,883,108	367,000	367,008	8	359,512
Other revenue	99,000	121,400	122,065	665	102,718
Earnings on investments	80,000	180,000	200,438	20,438	142,891
Total Revenues	9,388,108	7,091,700	7,155,688	63,988	6,872,487
Expenditures:					
Operating supplies and miscellaneous	10,200	10,200	1,699	8,501	4,790
Professional services	946,476	992,476	999,049	(6,573)	800,931
Auditing	13,500	13,500	12,895	605	12,590
Sales tax collection fee	30,000	30,000	22,112	7,888	24,854
Contracted temporary labor	58,000	9,000	7,796	1,204	94,135
Airline guarantees	582,206	405,898	405,898	-	521,954
Ground transportation	3,300,000	3,300,000	3,199,346	100,654	3,143,128
Advertising and legal notices	18,000	18,000	14,360	3,640	9,515
Insurance and bonds	22,000	22,000	20,138	1,862	20,287
Repairs, maintenance, and fuel	1,168,000	1,168,000	1,006,933	161,067	1,089,107
Meals and lodging	6,000	6,000	3,886	2,114	2,132
Dues and meetings	27,000	27,000	24,519	2,481	29,037
Building repairs and maintenance	30,000	30,000	46,869	(16,869)	21,257
Treasurer's fees	77,000	77,000	64,377	12,623	62,080
Administrative services	14,000	14,000	14,000	-	13,220
Capital outlay	3,675,500	916,974	946,293	(29,319)	1,176,826
Debt service:					
Principal	-	-	21,037	(21,037)	-
Interest	-	-	508	(508)	-
Total Expenditures	9,977,882	7,040,048	6,811,715	228,333	7,025,843
Excess (Deficiency) of Revenues Over Expenditures	(589,774)	51,652	343,973	292,321	(153,356)
Other Financing Sources (Uses):					
SBITA issuance	-	-	65,207	65,207	-
Total Other Financing Sources (Uses)	-	-	65,207	65,207	-
Change in Fund Balance:	(589,774)	51,652	409,180	357,528	(153,356)
Fund Balance - Beginning of Year			5,530,986		5,684,342
Fund Balance - End of Year			5,940,166		5,530,986

The accompanying notes are an integral part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS

I. Summary of Significant Accounting Policies

The Gunnison Valley Rural Transportation Authority (the "Authority") is a political subdivision incorporated under the laws of the State of Colorado. The purpose of the Authority is to fund and provide expanded mass transit and other transportation services including expanded air service in accordance with an intergovernmental agreement, explained below and in footnote V.A.1. – Intergovernmental Agreement.

The Authority was authorized on November 5, 2002, by Gunnison County's (the "County") electorate in a general election, which also established a sales tax within the Authority's boundaries. In 2015, the Authority's electorate approved to increase the sales tax within the Authority's boundaries to 1%. The Authority's boundaries include unincorporated Gunnison County, the Town of Crested Butte, the Town of Mt. Crested Butte, and the City of Gunnison. In order to improve intergovernmental efficiencies, the Authority has signed an intergovernmental agreement to establish a cooperative approach among the participating municipalities. This agreement is further explained in Note V.A.1. of these financial statements.

The Authority's financial statements are prepared in accordance with U.S. generally accepted accounting principles ("GAAP"), as applied to government units. The Governmental Accounting Standards Board ("GASB") is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The more significant accounting policies established by GAAP used by the Authority are discussed below.

A. Reporting Entity

The Authority is governed by an appointed Board, two by the Board of County Commissioners, two by the Gunnison City Council, two by the Town Council of Crested Butte and two appointed by the Town Council of Mt. Crested Butte. No additional separate governmental units, agencies, or non-profit corporations are included in the financial statements of the Authority since none were discovered to fall within the oversight responsibility based on the application of the following criteria: financial accountability, appointment of a voting majority of the organization's governing body, ability to impose its will on the organization, a potential for the organization to provide specific financial benefits or burdens and fiscal dependency.

The Authority has agreed to have Gunnison County provide administrative functions, including management of the Authority's finances. However, Gunnison County neither receives benefit nor carries any burden of the Authority; therefore, the Authority is not a component unit of Gunnison County.

B. Government-wide and Fund Financial Statements

The Authority's basic financial statements include both government-wide (reporting the Authority as a whole) and fund financial statements (reporting the Authority's major funds). Both the government-wide and fund financial statements categorize primary activities as either governmental (i.e., normally supported by taxes and intergovernmental revenues) or business-type (i.e., relying to a significant extent on fees and charges for support) activities. Currently, the Authority performs only governmental activities.

I. Summary of Significant Accounting Policies (continued)

B. Government-wide and Fund Financial Statements (continued)

1. Government-wide Financial Statements

In the Balance Sheet/Statement of Net Position, the Statement of Net Position column is reported on a full accrual, economic resource basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations. The Authority's net position is reported in three parts – invested in capital assets, restricted and unrestricted. The government-wide focus is on the sustainability of the Authority as an entity and the change in the Authority's net position resulting from the current year's activities.

2. Fund Financial Statements

The financial transactions of the Authority are reported in individual funds in the fund financial statements. Each fund is accounted for by providing a separate set of self-balancing accounts that comprises its assets, liabilities, reserves, fund equity, revenues and expenditures/expenses.

The fund focus is on current available resources and budget compliance.

The Authority reports only one fund - the General Fund - which accounts for all activities of the government. Transportation Authority sales tax revenues and other sources of revenue used to finance the fundamental operations of the Authority are included in this fund.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Measurement focus refers to whether financial statements measure changes in current resources only (current financial focus) or changes in both current and long-term resources (long-term economic focus). Basis of accounting refers to the point at which revenues, expenditures, or expenses are recognized in the accounts and reported in the financial statements.

1. Long-term Economic Focus and Accrual Basis

Governmental activities in the government-wide financial statements use the long-term economic focus and are presented on the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of the related cash flows.

2. Current Financial Focus and Modified Accrual Basis

The governmental fund financial statements use the current financial focus and are presented on the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recorded when susceptible to accrual; i.e., both measurable and available. "Available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period (i.e., 60 days). Expenditures are generally recognized when the related liability is incurred. The exception to this general rule is that principal and interest on general long-term debt, if any, is recognized when due.

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts

1. Cash and Cash Equivalents

Cash and cash equivalents include amounts in demand deposits as well as short-term investments with a maturity date within 3 months of the date acquired.

2. Receivables

Receivables are reported net of an allowance for uncollectible accounts. However, no allowance for uncollectible accounts has been established, as the Authority considers all accounts to be collectible.

3. Capital Assets

Capital assets, which include land, improvements, and vehicles, are reported in the government-wide financial statements. Capital assets are defined by the Authority as assets with an initial cost of $5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at historical cost.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Capital expenditures for projects are capitalized as projects are constructed and completed. Interest incurred during the construction phase is expensed when incurred.

Improvements are depreciated over forty years and equipment is depreciated over ten years using the straight-line method.

4. Categories and Classification of Fund Balance, and Net Position

Governmental accounting standards establish fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of the resources reported in governmental funds. Fund balance classifications include Non-spendable, Restricted, Committed, Assigned, and Unassigned. These classifications reflect not only the nature of funds, but also provide clarity to the level of restriction placed upon fund balance. Fund Balance can have different levels of restraint, such as external versus internal compliance requirements. Unassigned fund balance is a residual classification within the general fund. The general fund should be the only fund that reports a positive unassigned balance. In all other funds, unassigned is limited to negative residual fund balance.

The Authority classifies governmental fund balances as follows:

Non-spendable – includes fund balance amounts inherently non-spendable since they represent inventories, prepaid items, long-term portion of loans receivable, etc.

Restricted – includes fund balance amounts that are constrained for specific purposes which are externally imposed by providers, such as creditors or amounts constrained due to constitutional provisions or enabling legislation.

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts (continued)

4. Categories and Classification of Fund Balance, and Net Position (continued)

Spendable Fund Balance:

Committed – includes fund balance amounts that are constrained for specific purposes that are internally imposed by the government through formal action of the highest level of decision-making authority which is the Board of Directors.

Assigned – includes spendable fund balance amounts that are intended to be used for specific purposes that are neither considered restricted or committed. Fund Balance may be assigned by the Board of Directors or its management designee.

Unassigned – includes residual positive fund balance within the General Fund which has not been classified within the other categories mentioned above. Unassigned fund balance may also include negative balances for any governmental fund if expenditures exceed amounts restricted, committed, or assigned for those specific purposes.

The Authority uses restricted amounts to be spent first when both restricted and unrestricted fund balance is available unless there are legal documents/contracts that prohibit doing this, such as in grant agreements requiring dollar for dollar spending. Additionally, the Authority would first use committed, then assigned, and lastly unassigned amounts of unrestricted fund balance when expenditures are made.

The Authority does not have a formal minimum fund balance policy. However, the Authority's budget includes a calculation of a targeted reserve positions and management calculates targets and report them annually to the Board of Directors.

In the Balance Sheet/Statement of Net Position, net position represents the difference between assets and liabilities. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction, or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use either through enabling legislation adopted by the County or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. All other net position is reported as unrestricted.

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts (continued)

5. Subscription Based Information Technology Arrangement (“SBITA”)

The Authority is party to a noncancellable right-of-use subscription asset. The Authority recognizes a subscription liability and an intangible right-to-use subscription asset in the government-wide financial statements respectively.

At the commencement of a subscription term agreement, the Authority initially measures the liability at the present value of payments expected to be made during the subscription term. Subsequently, the liability is reduced by the principal portion of payments made. The subscription asset is initially measured as the initial amount of the liability, adjusted for payments made at or before the commencement date, plus certain initial direct costs. Subsequently, the subscription asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to SBITAs include how the Authority determines the following:

Discount Rate: The Authority uses the interest rate charged by the SBITA as the discount rate to discount the expected payments to present value. When the interest rate charged by the SBITA is not provided, the Authority uses its incremental rate of borrowing.

Term: The subscription term includes the noncancellable period of the term and extended term(s) that the Authority is reasonably certain to exercise.

Payments: Payments included in the measurement of the subscription liability are composed of fixed increasing payments, and purchase option price that the Authority is reasonably certain to exercise.

The Authority monitors changes in circumstances that would require a remeasurement of its liabilities and will remeasure the asset and liability if certain changes occur that are expected to significantly affect the amount of the liability.

Subscription assets are reported with other capital assets and subscription liabilities are reported with long-term debt on the Statement of Net Position.

E. Significant Accounting Policies

1. Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reporting period. Actual results could differ from those estimates.

II. Reconciliation of Government-wide and Fund Financial Statements

A. Explanation of differences between the governmental fund Balance Sheet and the government-wide Statement of Net position

The governmental fund Balance Sheet/Statement of Net Position includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. $14,634,629 represents $20,979,866 of capital assets, net of accumulated depreciation of $6,345,237 at December 31, 2025.

Long-term Liabilities including SBITAs payable are not due and payable in the current period and, therefore, are not reported in the funds. At year end, the SBITA payable was $44,170.

B. Explanation of differences between the governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance and the government-wide Statement of Activities

The governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Governmental funds report capital outlays as expenditures when incurred. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. $1,253,644 represents depreciation expense related to capital assets and $939,561 related to capital asset additions in the current year.

The issuance of long-term debt (i.e. SBITAs) provides current financial resources to governmental funds, while repayments of principal on long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. SBITA proceeds were $65,207 and principal payments were $21,037 for the year.

III. Stewardship, Compliance, and Accountability

A. Budgets and Budgetary Accounting

In the fall of each year, the Authority’s Board of Directors formally adopts a budget with appropriations by fund for the ensuing year pursuant to the Colorado Local Budget Law. The budget for the governmental fund is adopted on a basis consistent with U.S. GAAP. The Authority followed the required timetable noted below in preparing, approving, and enacting its budget for 2025.

(1) On or before October 15, 2024, the Authority submitted to the Board a recommended budget that detailed the revenues necessary to meet the Authority's operating requirements.

(2) After appropriate public notice and a required public hearing, the Board adopted the proposed budget and an appropriating resolution that legally appropriated expenditures for the upcoming year on or before December 15, 2024.

III. Stewardship, Compliance, and Accountability (continued)

A. Budgets and Budgetary Accounting (continued)

(3) After adoption of the initial budget resolution, the Authority may make the following changes: (a) it may approve supplemental appropriations to the extent of revenues in excess of those estimated in the budget; (b) it may approve emergency appropriations; and (c) it may reduce appropriations for which originally estimated revenues are insufficient.

All appropriations lapse at year end. The budgetary comparison statement reflects the original budget and the final budget after legally authorized revisions were made. During the year, there were no supplemental budget appropriations.

B. TABOR Amendment

In November 1992, Colorado voters amended Article X of the Colorado Constitution by adding Section 20, commonly known as the Taxpayer's Bill of Rights (“TABOR”). TABOR contains revenue, spending, tax and debt limitations that apply to the State of Colorado and local governments. TABOR requires, with certain exceptions, advance voter approval for any new tax, tax rate increases, a mill levy above that for the prior year, extension of any expiring tax, or tax policy change directly causing a net tax revenue gain to any local government.

Except for refinancing bonded debt at a lower interest rate or adding new employees to existing pension plans, TABOR requires advance voter approval for the creation of any multiple-fiscal year debt or other financial obligation unless adequate present cash reserves are pledged irrevocably and held for payments in all future fiscal years.

TABOR also requires local governments to establish emergency reserves to be used for declared emergencies only. Emergencies, as defined by TABOR, exclude economic conditions, revenue shortfalls, and salary or fringe benefit increases. These reserves are required to be 3% or more of fiscal year revenue. As required by TABOR, the Authority has reserved $206,000 of its fund balance in the General Fund for emergencies, which is the approximate required reserve at December 31, 2025.

The ballot question approved by voters on November 3, 2015, which increased the established Transportation Authority sales tax within the Authority’s boundaries to 1%, also authorized the Authority to collect and spend the proceeds of the tax, investment income, and all other revenues, without regard to the limitations imposed by TABOR, effective January 1, 2016.

The Authority’s management believes it is in compliance with the financial provisions of TABOR. However, TABOR is complex and subject to interpretation. Many of its provisions, including the interpretation of how to calculate fiscal year spending limits, will require judicial interpretation.

IV. Detailed Notes on All Funds

A. Deposits and Investments

At December 31, 2025, the Authority's cash and cash equivalents were held by the Gunnison County Treasurer as an agent, but not in the Authority's name.

The Gunnison County Treasurer follows Colorado statutes specifying specific investment instruments meeting defined rating criteria in which local governments may invest, which include:

- Obligations of the United States and certain U.S. government agency securities
- Certain international agency securities
- General obligation and revenue bonds of U.S. local government entities
- Banker's acceptances of certain banks
- Commercial paper
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market mutual funds
- Guaranteed investment contract
- Local government investment pools

Risk to the Authority's deposits is generally limited to Interest Rate Risk, Credit Risk, and Concentration of Credit Risk. The Authority seeks to minimize these risks as follows:

Interest Rate Risk*.* As a means of limiting its exposure to interest rate risk, the Authority, through investment by the County, restricts the maximum investment term to less than five years from the purchase date. As a result of the limited length of maturities the Authority has limited its interest rate risk.

Credit Risk. State law and Authority policy limit investments to those authorized by State statutes including U.S. Agencies and 2a7-like pools. The Authority's general investment policy is to apply the prudent-person rule: Investments are made as a prudent person would be expected to act, with discretion and intelligence, to seek reasonable income, preserve capital, and, in general, avoid speculative investments.

Concentration of Credit Risk*.* The Authority, through the County diversifies its investments by security type and institution. Investments may only be made in those financial institutions which are insured by the Federal Deposit Insurance Corporation, the Federal Home Mortgage Association, the Federal Savings and Loan Insurance Corporation, Congressionally authorized mortgage lenders and investments that are federally guaranteed.

B. Receivables

At December 31, 2025, the Authority's receivables of $859,273 were comprised primarily of 2025 sales tax remitted to the Authority in 2026.

IV. Detailed Notes on All Funds (continued)

C. Subscription-Based Information Technology Arrangements ("SBITA")

The Authority entered into a SBITA for the use of software and cloud services. The agreement consists of an initial payment of $21,544 and annual payments of $22,622 and $23,753 for 2026 and 2027, respectively. The agreement provides for software and cloud services beginning in September 2025, for a three-year term ending December 2028. The agreement has an imputed interest rate of 4.08%.

Debt Service Requirements

Total minimum subscription payments to be made under the subscription agreement are as follows:

Year	Principal	Interest	Total
2026	21,080	1,542	22,622
2027	23,090	663	23,753
Total	44,170	2,205	46,375

D. Capital Assets

Capital asset activity for the year ended December 31, 2025, was as follows:

	1/1/25	Additions	Deletions	12/31/25
Governmental activities:				
Capital assets, not being depreciated:				
Land	$ 1,701,140	-	$ -	$ 1,701,140
Construction in progress	3,966,835	(3,966,835)	-	-
Total capital assets, not being depreciated	5,667,975	(3,966,835)	-	1,701,140
Capital assets, being depreciated:				
Improvements	1,174,699	120,850	-	1,295,549
Buildings	4,817,464	3,845,984	-	8,663,448
Vehicles	8,380,167	874,355	-	9,254,522
SBITA asset	-	65,207	-	65,207
Total capital assets, being depreciated	14,372,330	4,906,396	-	19,278,726
Less accumulated depreciation for:				
Improvements	125,340	47,384	-	172,724
Buildings	526,125	305,317	-	831,442
Vehicles	4,440,128	878,811	-	5,318,939
SBITA asset	-	22,132	-	22,132
Total accumulated depreciation	5,091,593	1,253,644	-	6,345,237
Total capital assets, being depreciated, net	9,280,737	3,652,752	-	12,933,489
Governmental activities capital assets, net	$ 14,948,712	$ (314,083)	$ -	$ 14,634,629

V. Other Information

A. Agreements

1. Intergovernmental Agreement

Effective August 20, 2002, the Authority entered into an intergovernmental agreement (the "Agreement") with Gunnison County, City of Gunnison, Town of Crested Butte and Town of Mt. Crested Butte pursuant to the Colorado Rural Transportation Authority Law, Title 43, Article 4, Part 6, Colorado Revised Statutes, as amended. This Agreement will remain effective indefinitely, unless the members agree in writing to terminate the Agreement or the Authority is otherwise reauthorized by the registered voters residing within the Authority boundaries.

The basic provision of the agreement 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 within the Act.

2. Air Service

During 2024, the Authority entered into agreements with United Airlines in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from December 2024 through March 2025. Under the agreements, the maximum guaranteed amount payable per agreement range from $521,954 to $526,755.

During 2025, the Authority entered into agreements with United Airlines in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from December 2025 through March 2026. Under the agreements, the maximum guaranteed amount payable per agreement range from $405,898 to $606,983.

During 2025, the Authority recorded $405,898 expense for estimated guarantee payments and received no refunds from previous estimated guarantee payments.

3. Transportation Service

A. Alpine Express

In September 2015, the Authority executed an agreement with AEX, Inc. ("AEX"), to provide scheduled bus services between the City of Gunnison and the Town of Mt. Crested Butte. In addition to the transportation services, the agreement includes fees for fuel, bus maintenance, indoor storage for buses and snow removal from bus stops. All fees shall be adjusted annually by the Consumer Price Index ("CPI") for Denver-Aurora-Lakewood. The initial term of the agreement was for November 2015 through November 2016, and automatically renews for nine successive one-year terms. The fees for such services are outlined in the agreement. In 2025 the Authority elected not to renew this agreement.

During 2025, the Authority incurred $2,570,423 of expenses with respect to services provided by AEX.

V. Other Information (continued)

A. Agreements (continued)

3. Transportation Service (continued)

B. Destination Systems

In June 2025, the Authority executed a new agreement with Destination Systems, LLC to replace AEX as the provider for scheduled bus services between the City of Gunnison and the Town of Mt. Crested Butte. In addition to the transportation services, the agreement includes fees for fuel, bus maintenance, indoor storage for buses and snow removal from bus stops. All fees shall be adjusted annually by the Consumer Price Index ("CPI") for Denver-Aurora-Lakewood. The initial term of the agreement was for November 2025 through October 2026, and automatically renews for six successive one-year terms. The fees for such services are outlined in the agreement.

During 2025, the Authority incurred $628,923 of expenses with respect to services provided by Destination Systems. The Authority had a balance of $346,071 payable to Destination Systems at December 31, 2025.

4. Management

In March 2018, the Authority executed an agreement with Truex Management Services, Inc. to perform management duties from January 1, 2018 through December 31, 2018. The agreement will automatically renew for four successive one-year terms. The annual management fee for the first year of the agreement is $140,000, which is subject to an annual increase of 3%. In 2025, the Authority incurred $202,476 relating to management fees.

5. Senior Transportation Services

During 2025, the Authority entered into separate agreements with Mountain Express and Gunnison Valley Hospital, to furnish transportation services to seniors of Gunnison County. The terms of both agreements go through December 31, 2025, and were subject to the Authority's Board of Directors making an appropriation during the budgeting process to set aside funds for these agreements. Expenses, unless otherwise pre-approved by the Authority's management, were not to exceed certain amounts for the term. For 2025, the set and incurred fee under the Mountain Express agreement was $105,000 and $162,830 , respectively. For 2025, the set and incurred fee under the Gunnison Valley Hospital agreement was $315,000 and $431,968 , respectively.

6. Consulting Agreement

In September 2024, the Authority entered into an agreement with Tomcich Travel, LLC to provide marketing development and air service management and consulting services. The agreement is effective January 1, 2025, and has a term ending December 31, 2026, that can be renewed annually in one year increments. Compensation under the agreement includes an annual fee of $100,800 payable in twelve equal monthly installments and reimbursement of reasonable and necessary travel expenses. For 2025, the Authority incurred $103,800 in expenses relating to services provided under this agreement.

V. Other Information (continued)

B. Legal Claims

During the normal course of business, the Authority incurs claims and other assertions against it from various agencies and individuals. Management of the Authority and legal counsel believe none of these claims or assertions are significant enough that they would materially affect the fairness of the presentation of the financial statements at December 31, 2025.

C. Risk Management

The Authority is exposed to various risks of loss related to torts; theft of; damage to and destruction of assets; and errors and omissions. The Authority has obtained coverage through contracting with an outside insurance agency for these risks and claims, if any, which are not expected to exceed covered amounts.

MEMO
August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: 2027 Budget Assumptions

Board Members,

We are entering budget season and I wanted to start the process by confirming the assumptions that we will use to create the budget. Once finalized, I will use these assumptions to create a Draft 2027 Budget and a Draft Five-Year Financial Plan which I will present to you at your next Board meeting. At that meeting, we can make adjustments and then I will present the Final Budget to you for approval at the November meeting.

Below, please find my recommendations for the budget assumptions as we begin the process of forming the 2027 Budget for the GVRTA.

These recommendations are based upon my experience with the financials of the RTA and upon the timing of the various projects that we are working on. I will be prepared to discuss any of these assumptions and look forward to your feedback and to our discussions.

Recommended Assumptions for the 2027 GVRTA Budget:

General Fund:

- 2027 sales tax will increase by 3.0% over current year projections.
- The GVRTA commuter bus will operate on a 41 round-trip bus schedule through the year and then increase to 53 round-trips on November 24, 2027.
  - o The schedule will then be 53 round-trips in the winter and 41 in the spring/summer/fall for 2028 and beyond.
- GVRTA will continue to fund the Bustang and Late-Night Taxi services and we will include some funding for the potential new Montrose service.

Capital Fund:

- Construction of the Transit Center will be completed in 2027.
  - o Most of the expenses for construction of the transit center will be moved from the 2026 budget to the 2027 budget. This will be adjusted before final adoption to reflect a more accurate split of the expenses between 2026 and 2027.

- Our contribution of $85,200 to Gunnison County for bus stop improvements at Brush Creek will be moved from the 2026 budget to the 2027 budget.
- Expenses for planning for Brush Creek Park n Ride will also be moved from the 2026 budget to 2027 budget.
- We will purchase three new motorcoaches in 2027
    - All coaches will be purchased with grant funding.
    - A fourth coach will be ordered in 2027 with delivery (and budget expenses) along with grant funding planned for 2028.
- We will purchase three smaller buses using CTE funding in 2027.
    - This was originally budgeted in 2026 but the timing of this project, the purchase has been delayed.
- A new bus shelter will be installed in the City of Gunnison at 11th and Virginia bus stop and the bus stop will be improved.
- A new bus stop will be constructed at CB South POA to serve commercial area.
- Pullouts at the Hwy 135 & Denver and Hwy 135 & Spencer we be repaved.

Air Command Fund:

- Winter flights will be guaranteed to/from Houston and Chicago.
- Chicago flights will be subsidized with the SCASD grant to Gunnison County (assuming the grant is amended by the DOT.)

Senior Transportation Fund:

- Senior transportation operations will continue with no changes in 2027.

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Bus Window Advertising Policy Discussion

Board Members,

The current Bus Window Advertising Policy is on the next page for your review. It was last adopted five years ago. Matt brought this issue to me a few months ago and since we are in the midst of bringing new vehicles into the fleet, we thought it would be a good time for you to review the policy.

Since we started allowing the advertising, we have received complaints at least once a year due to the impact on the passenger experience. Most of these complaints involve passengers not being able to see the views clearly out of the bus and some of them involve passengers getting motion sickness due to the restricted views. The latest policy was adopted to allow advertising on only one side of the buses, so that views would still be unobstructed on the driver side, but the complaints have continued sporadically.

Please advise on how you would like to proceed with this policy. I think there are at least three options…

1. You can leave the policy as it is and we will continue to allow advertising on all of the buses.
2. You can rescind the policy to not allow any further advertising.
3. You can amend the policy to allow advertising only on the older buses, which would phase out the advertising over the next eight to ten years.

If you choose the third option, we currently we have approximately 15 windows available on the six older model buses that will be in the fleet for at least three more years. This means there is room for four or five more non-profits to advertise on the older buses before we run out of room. The policy on the next page is redlined to show this as an option.

I look forward to our discussion and to hearing your thoughts and direction.

Thank you,
Scott Truex
Executive Director

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

The Gunnison Valley Transportation Authority (GVRTA) desires to utilize its fleet of buses to promote valley-wide interests as expressed through governmental entities within its jurisdiction, including WSCU, and local non-profit entities. To achieve this goal, the GVRTA authorizes signs to be placed on the exterior of its bus windows only on vehicles model year 2024 and older under the following conditions:

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

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

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

Adopted 5-7-21 and Amended 8-14-26

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Design Committee Update – Gunnison Transit Center

Board Members,

We just received the cost estimate for the facility. The total estimate for construction and site preparation is approximately $1,940,000. You will find the cost estimate on the following pages.

The estimate came in higher than we had penciled in for this project and the Design Committee plans to meet before the Board meeting to discuss our options. There is the possibility of reducing the cost of the building by reducing the volume of the building and by using cheaper materials. The committee is hoping to have recommendations for you at the Board meeting.

The total cost of the project if we move forward with the current plan using the costs as estimated would be as follows:

Land	$ 813,000
Design and Project Management	$ 203,000
Inspections	$ 15,000
Construction	$ 1,499,000
Site Preparation	$ 437,000
Total	$ 2,967,000

Of this, $1,000,000 will be paid for by the State Grant and the land costs have already been paid. Therefore, we would need to budget approximately $1,154,000 in local funds for the project next year. We had initially hoped to budget only $500,000 in local funds to complete the facility, but the building has grown and the site preparation costs have increased due to needing to remove and replace the fill below the building and also because there are more curb, gutter, and sidewalks being constructed/replaced than we had initially anticipated.

I will have more precise numbers for splitting the costs between budget years by the time you adopt the 2027 budget.

At this meeting, we would like to discuss the idea of getting board approval to increase the budget for this project to accommodate the increased estimate. We look forward to our discussions at the meeting.

Thank you,
Scott Truex
Executive Director

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

M A S T E R S U M M A R Y

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION			COST/SF	COST
SITE IMPROVEMENTS	**12,500**	**SF**	**34.95**	**$436,887**
OFFICE BUILDING & BUS STOP	**1,800**	**GSF**	**832.46**	**$1,498,422**
TOTAL (Construction)				**$1,935,309**

***ADD ALTERNATE:**

Photovoltaic Panels - Aprox 5 KW	**1**	**LS**		**$30,000**

NOTES: Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.
Costs are Based on a Traditional Open Competitive Bid Basis w/ Receiving Multiple Favorable Bids.
Costs are Based on a Construction Start of Spring 2027.
For Inflation Beyond Spring 2027, Add 5% Per Year Compounded.
*Costs for Add Alternate Include Contractor Mark-up's and Contingencies.

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

SITE IMPROVEMENTS

S U M M A R Y

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION				COST/SF	COST
02 EXISTING CONDITIONS				**2.44**	**$30,468**
31 EARTHWORK				**2.76**	**$34,458**
32 EXTERIOR IMPROVEMENTS				**14.64**	**$182,955**
33 UTILITIES				**4.96**	**$61,947**
SUB-TOTAL		**12,500**	**SF**	**24.79**	**$309,827**
CONTRACTOR GENERAL CONDITIONS	**9.0%**			**2.23**	**$27,884**
CONTRACTOR BOND / INSURANCE	**2.5%**			**0.62**	**$7,746**
CONTRACTOR OVERHEAD & PROFIT	**8.0%**			**1.98**	**$24,786**
SUB-TOTAL		**12,500**	**SF**	**29.62**	**$370,244**
INFLATION TO SPRING 2027, ALLOW	**3.0%**			**0.89**	**$11,107**
DESIGN / MARKET CONTINGENCY, ALLOW	**15.0%**			**4.44**	**$55,537**
TOTAL (Construction)		**12,500**	**SF**	**34.95**	**$436,887**

NOTES: Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.
Costs are Based on a Traditional Open Competitive Bid Basis w/ Receiving Multiple Favorable Bids.
Costs are Based on a Construction Start of Spring 2027.
For Inflation Beyond Spring 2027, Add 5% Per Year Compounded.

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

SITE IMPROVEMENTS

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
02 EXISTING CONDITIONS				
Remove Existing Bus Stop	150	SF	12.00	$1,800
Remove Asphalt / Conc Paving	8,960	SF	2.89	$25,894
Remove Curb & Gutter	275	LF	4.63	$1,273
Misc Demolition, Allow	1	LS	1,500	$1,500
			2.44	**$30,468**
31 EARTHWORK				
Utility Trenching & Backfill	340	LF	46.20	$15,708
Site Grading & Earthwork	12,500	SF	1.50	$18,750
			2.76	**$34,458**
32 EXTERIOR IMPROVEMENTS				
Asphalt Paving w/ Base	8,360	SF	5.15	$43,054
Concrete Paving w/ Base	6,325	SF	11.88	$75,141
Concrete Valley Pan w/ Base	200	SF	12.54	$2,508
Concrete Curb & Gutter	610	LF	34.98	$21,338
Dumpster Enclosure w/ Gates	140	SF	72.60	$10,164
Landscaping & Irrigation, Allow	1,550	SF	15.00	$23,250
Site Furnishings / Striping & Signage, Allow	1	LS	7,500	$7,500
			14.64	**$182,955**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

SITE IMPROVEMENTS

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION			UNIT	UNIT COST	COST
33 UTILITIES					
Storm Drainage Line w/ Accessories - 6"		70	LF	62.04	$4,343
Sanitary Sewer Line w/ Accessories - 4"		70	LF	58.08	$4,066
Water Service Line w/ Accessories - 2"		55	LF	56.76	$3,122
Water Service Line w/ Accessories - 3/4"		55	LF	33.00	$1,815
Area Inlet / Catch Basin		2	EA	2,574	$5,148
Water Meter - 3/4"		1	EA	4,554	$4,554
Electrical Service Line w/ Conduit		90	LF	93.72	$8,435
Telecomm Service Line w/ Conduit		90	LF	60.72	$5,465
Site Lighting, Allow		1	LS	17,500	$17,500
Utility Connections / Misc Work, Allow		1	LS	7,500	$7,500
				4.96	**$61,947**
SUB-TOTAL		**12,500**	**SF**	**24.79**	**$309,827**
CONTRACTOR GENERAL CONDITIONS	**9.0%**			**2.23**	**$27,884**
CONTRACTOR BOND / INSURANCE	**2.5%**			**0.62**	**$7,746**
CONTRACTOR OVERHEAD & PROFIT	**8.0%**			**1.98**	**$24,786**
SUB-TOTAL		**12,500**	**SF**	**29.62**	**$370,243**
INFLATION TO SPRING 2027, ALLOW	**3.0%**			**0.89**	**$11,107**
DESIGN / MARKET CONTINGENCY, ALLOW	**15.0%**			**4.44**	**$55,536**
TOTAL (Construction)		**12,500**	**SF**	**34.95**	**$436,887**

NOTES: Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.
Costs are Based on a Traditional Open Competitive Bid Basis w/ Receiving Multiple Favorable Bids.
Costs are Based on a Construction Start of Spring 2027.
For Inflation Beyond Spring 2027, Add 5% Per Year Compounded.

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

SUMMARY

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION				COST/SF	COST
03 CONCRETE				49.76	$89,575
04 MASONRY				17.49	$31,482
05 METALS				25.00	$45,000
06 WOOD AND PLASTICS				61.70	$111,054
07 THERMAL AND MOISTURE PROTECTION				152.99	$275,391
08 DOORS AND WINDOWS				74.14	$133,452
09 FINISHES				20.07	$36,129
10 SPECIALTIES				5.06	$9,116
12 FURNISHINGS				4.51	$8,124
21 FIRE SUPPRESSION				5.48	$9,864
22 PLUMBING				22.59	$40,670
23 HEATING, VENTILATING & AIR CONDITIONING				56.69	$102,036
26 ELECTRICAL				31.18	$56,130
27 COMMUNICATIONS				14.73	$26,520
28 ELECTRONIC SAFETY & SECURITY				4.09	$7,362
31 EARTHWORK				44.85	$80,731
SUB-TOTAL		1,800	GSF	590.35	$1,062,636
CONTRACTOR GENERAL CONDITIONS	9.0%			53.13	$95,637
CONTRACTOR BOND / INSURANCE	2.5%			14.76	$26,566
CONTRACTOR OVERHEAD & PROFIT	8.0%			47.23	$85,011
SUB-TOTAL		1,800	GSF	705.47	$1,269,849
INFLATION TO SPRING 2027, ALLOW	3.0%			21.16	$38,095
DESIGN / MARKET CONTINGENCY, ALLOW	15.0%			105.82	$190,477
TOTAL (Construction)		1,800	GSF	832.46	$1,498,422

NOTES: Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.
Costs are Based on a Traditional Open Competitive Bid Basis w/ Receiving Multiple Favorable Bids.
Costs are Based on a Construction Start of Spring 2027.
For Inflation Beyond Spring 2027, Add 5% Per Year Compounded.

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
03 CONCRETE				
Concrete Spread Footings, Reinf	45	CY	858.00	$38,610
Concrete Foundation Walls, Reinf	650	SF	48.84	$31,746
Concrete Slab on Grade w/ Base, Reinf	1,820	SF	10.56	$19,219
			49.76	**$89,575**
04 MASONRY				
Stone Veneer, Exterior Wall	530	SF	59.40	$31,482
			17.49	**$31,482**
05 METALS				
Steel Structure, Columns / Bracing	1,800	SF	5.00	$9,000
Steel Structure, Roof	1,800	SF	20.00	$36,000
			25.00	**$45,000**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
06 WOOD AND PLASTICS				
Wood Stud Partition w/ Sheathing & Gyp	2,590	SF	18.22	$47,190
Wood Stud Partition w/ (2) Layers Gyp	1,430	SF	16.43	$23,495
Wood Structure, Engineered Trusses	1,220	SF	16.00	$19,520
Wood Panel Veneer, T&G	400	SF	29.04	$11,616
Millwork, Open Counter w/ Solid Top	6	LF	369.60	$2,218
Millwork, Base Cabinet w/ Solid Top	5	LF	640.20	$3,201
Millwork, Upper Cabinet	5	LF	264.00	$1,320
Millwork, Shelving	9	LF	277.20	$2,495
			61.70	**$111,054**
07 THERMAL AND MOISTURE PROTECTION				
Vapor Barrier / Dampproofing, Below Grade	1,800	SF	0.92	$1,656
Rigid Insulation & Dampproofing, Foundation	650	SF	5.81	$3,777
Rigid Insulation, Walls	2,590	SF	3.10	$8,029
Spray Foam Insulation, Walls	2,590	SF	6.34	$16,421
Batt Insulation, Walls	1,430	SF	1.85	$2,646
Structurally Insulated Panels, Roof	3,020	SF	25.74	$77,735
Metal Snowguards, Pre-Finished	156	LF	19.73	$3,078
Metal Roofing w/ Flashings, Standing Seam	3,020	SF	31.68	$95,674
Metal Panel Siding, Exterior Wall	2,220	SF	29.04	$64,469
Joint Sealants & Firesafing	1,800	GSF	1.06	$1,908
			152.99	**$275,391**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
08 DOORS AND WINDOWS				
Exterior Window Frame, Insul Glazing	850	SF	77.88	$66,198
Interior Window Frame, Tempered Glazing	275	SF	62.04	$17,061
Storefront Entry Door w/ Frame & Hardware - Single	1	EA	3,300	$3,300
Storefront Entry Door w/ Frame & Hardware - Double	4	PR	5,940	$23,760
Commercial Door w/ Frame & Hardware - Single	7	EA	2,607	$18,249
Commercial Door w/ Frame & Hardware - Double	1	PR	4,884	$4,884
			74.14	**$133,452**
09 FINISHES				
Metal Stud Furring, Ceiling	300	SF	9.04	$2,712
Gypsum Board, Ceiling	300	SF	3.37	$1,011
Acoustical Tile Clouds w/ Grid	192	SF	8.25	$1,584
Ceramic Tile, Floor	160	SF	13.20	$2,112
Ceramic Tile, Wall	480	SF	14.52	$6,970
Ceramic Tile, Base	80	LF	6.27	$502
Carpet Tile, Commercial Grade	39	SY	52.80	$2,053
Carpet Tile, Entry Grade	16	SY	72.60	$1,129
LVT Flooring & Base	50	SF	7.26	$363
Resilient Base, Wall	332	LF	2.31	$767
Concrete Sealer, Floor	480	SF	1.19	$571
Sealed, Polished & Stained Conc, Floor	640	SF	4.55	$2,912
Exposed Structure, Paint	1,520	SF	2.38	$3,618
Paint, Walls & Ceiling	4,460	SF	1.91	$8,519
Paint / Stain, Door & Frame	9	LEAF	145.20	$1,307
			20.07	**$36,129**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
10 SPECIALTIES				
Residential Appliances, Minimal	1	LS	2,500	$2,500
Wall Protection / Corner Guards	1	LS	1,500	$1,500
Fire Extinguisher w/ Cabinet	1	EA	495.00	$495
Bath Accessories - Small	3	EA	640.20	$1,921
Building Signage & Graphics / Misc Specialties	1,800	GSF	1.50	$2,700
			5.06	**$9,116**
12 FURNISHINGS				
Furnishings, Fixtures & Equipment				In Other Budget
Window Coverings, Roller Shades	560	SF	14.52	$8,124
			4.51	**$8,124**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
21 FIRE SUPPRESSION				
Fire Sprinkler System	1,800	GSF	5.48	$9,864
			5.48	**$9,864**
22 PLUMBING				
Plumbing Fixtures, Water Closet	3	EA	1,650	$4,950
Plumbing Fixtures, Lavatory / Sink	4	EA	1,584	$6,336
Plumbing Fixtures, Service Sink	1	EA	1,551	$1,551
Plumbing Fixtures, Electric Water Cooler	1	EA	2,970	$2,970
Plumbing Fixtures, Floor Drain	4	EA	442.20	$1,769
Plumbing Piping, Per Fixture	15	EA	1,122	$16,830
Plumbing Equipment, Allow	1,800	GSF	3.00	$5,400
Plumbing Specialties, Minimal	1,800	GSF	0.48	$864
			22.59	**$40,670**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
23 HEATING, VENTILATING & AIR CONDITIONING				
HVAC Distribution	1,800	GSF	14.00	$25,200
HVAC Equipment, Allow	1,800	GSF	30.00	$54,000
HVAC Piping & Specialties	1,800	GSF	8.58	$15,444
HVAC Control System	1,800	GSF	2.64	$4,752
HVAC Test & Balance	16	HRS	165.00	$2,640
			56.69	**$102,036**
26 ELECTRICAL				
Electrical Gear, Allow	1,800	GSF	6.00	$10,800
Light Fixtures, Allow	1,800	GSF	7.00	$12,600
Outlets / Switches, Allow	1,800	GSF	2.50	$4,500
Feeder & Branch Wiring	1,800	GSF	12.87	$23,166
Lighting Control System	1,800	GSF	1.19	$2,142
Electrical Specialties	1,800	GSF	0.79	$1,422
Equipment Connections	1	LS	1,500	$1,500
			31.18	**$56,130**

GUNNISON, COLORADO

**GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY**

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION		UNIT	UNIT COST	COST
27 COMMUNICATIONS				
Telecomm / Data System	1,800	GSF	6.40	$11,520
A/V System, Allow	1	LS	15,000	$15,000
			14.73	**$26,520**
28 ELECTRONIC SAFETY & SECURITY				
Fire Alarm System	1,800	GSF	4.09	$7,362
			4.09	**$7,362**

GUNNISON, COLORADO

GUNNISON VALLEY
REGONAL TRANSIT AUTHORITY

OFFICE BUILDING & BUS STOP

Schematic Design - Opinion of Probable Construction Cost Estimate
August 3, 2026

SECTION			UNIT	UNIT COST	COST
31 EARTHWORK					
Building Related:					
Earthwork, Over Excavation		840	CY	34.32	$28,829
Structural Fill, Imported		680	CY	72.60	$49,368
Excess Soil, Haul / Spread		160	CY	15.84	$2,534
				44.85	**$80,731**
SUB-TOTAL		**1,800**	**GSF**	**590.35**	**$1,062,636**
CONTRACTOR GENERAL CONDITIONS	**9.0%**			**53.13**	**$95,637**
CONTRACTOR BOND / INSURANCE	**2.5%**			**14.76**	**$26,566**
CONTRACTOR OVERHEAD & PROFIT	**8.0%**			**47.23**	**$85,011**
SUB-TOTAL		**1,800**	**GSF**	**705.47**	**$1,269,850**
INFLATION TO SPRING 2027, ALLOW	**3.0%**			**21.16**	**$38,096**
DESIGN / MARKET CONTINGENCY, ALLOW	**15.0%**			**105.82**	**$190,478**
TOTAL (Construction)		**1,800**	**GSF**	**832.46**	**$1,498,422**

NOTES: Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.
Costs are Based on a Traditional Open Competitive Bid Basis w/ Receiving Multiple Favorable Bids.
Costs are Based on a Construction Start of Spring 2027.
For Inflation Beyond Spring 2027, Add 5% Per Year Compounded.

Gunnison Valley RTA Employee Housing Policy Statement

Adopted August, 2026

The Gunnison Valley RTA understands that access to affordable, stable housing is a critical factor in maintaining a dependable and reliable workforce in our community. In the Gunnison Valley, due to the rising cost of both rental and owner-occupied housing, employees of our current contractor Destination Systems (DS) and any future contractors may face significant obstacles finding housing in and around the City of Gunnison or along our Commuter Bus route.

These challenges often create a situation where employees are recruited from outside of our valley (from as far away as Delta) and DS then provides short-term group housing for employees so that they can stay near their workplace during their work week.

Having to commute long distances and having to stay away from home for days at a time can impact employee recruitment, retention, ability to get to work, and overall service reliability.

To support the GVRTA's mission of providing a long term and energy efficient public transit system between the north and south ends of the Highway 135, corridor, the GVRTA has acquired deed-restricted employee housing for eligible DS employees. Owning employee housing serves a legitimate public purpose by:

- Supporting the recruitment of qualified employees for the Commuter Bus service.
- Reducing barriers created by the high cost of housing, or non-existent housing.
- Improving employee retention.
- Enhancing the stability of the DS workforce.
- Improving employee availability to cover shifts due to illness and during severe weather events such as winter storms.
- Ensuring that DS can maintain the number of employees necessary to run the GVRTA Commuter Bus System.

GVRTA employee housing is intended to benefit the GVRTA service and DS employees rather than to generate profit. The GVRTA therefor leases the employee housing units to DS through a master lease and DS manages them in a manner that is fair, transparent, fiscally responsible, and consistent with applicable deed restrictions, regulations, and laws.

By helping DS employees secure safe and affordable housing in the Gunnison Valley, the GVRTA improves DS's ability to provide safe and reliable transportation services to the community. Stable staffing levels contribute directly to service quality, operational efficiency, safety, and the GVRTA's long-term ability to fulfill its mission.

This policy supports the GVRTA's commitment to maintaining a qualified workforce capable of delivering safe, reliable, and accessible public transportation in the Gunnison community.

Gunnison Valley RTA Commuter Bus Energy Efficiency Statement

Adopted August, 2026

The Gunnison Valley RTA (GVRTA) recognizes that energy efficiency is a critical component of environmental sustainability, public stewardship, and operational excellence. As a provider of Commuter Bus services along the Hwy 135 corridor, GVRTA is committed to incorporating energy-efficient practices, technologies, and decision-making processes throughout its operations and fleet management.

GVRTA shall actively pursue opportunities to improve energy performance by reducing energy waste and implementing cost-effective energy conservation measures. GVRTA shall also pursue maximizing the number of passengers traveling on GVRTA vehicles, thereby increasing energy efficiency by reducing the number of single-occupancy vehicles traveling along the Hwy 135 corridor. Energy efficiency considerations shall be integrated into fleet acquisition, maintenance activities, and daily operations whenever practical and financially responsible.

GVRTA's energy efficiency efforts are intended to:

- Promote increased ridership on the GVRTA Commuter Bus Route.
- Minimize overall energy consumption and associated operating costs.
- Improve the efficiency and performance of transit vehicles and equipment.
- Decrease greenhouse gas emissions and environmental impacts of travel on the Hwy 135 corridor as a whole.
- Promote innovation and the adoption of emerging energy-efficient technologies.
- Demonstrate responsible stewardship of public resources.

To achieve these objectives, the GVRTA will:

- Provide free, safe, reliable, and consistent service on the Hwy 135 Commuter Bus route to encourage more choice passengers to commute via the GVRTA service thereby reducing travel in single occupancy vehicles.
- Evaluate and purchase fuel-efficient and energy-efficient vehicle technologies when operationally and financially feasible for our unique mountain environment.
- Optimize vehicle maintenance practices to maximize fuel economy.
- Reduce unnecessary vehicle idling.
- Consider lifecycle energy costs when purchasing vehicles.

GVRTA will monitor energy use and greenhouse gas emissions, evaluate the effectiveness of energy efficiency initiatives, and pursue continuous improvement. Energy performance data and environmental considerations may be incorporated into operational planning, sustainability reporting, and capital investment decisions as appropriate.

By improving energy efficiency and increasing the number of passengers traveling on GVRTA vehicles, the GVRTA supports fiscal responsibility, reduces environmental impacts, enhances service sustainability, and strengthens its ability to provide reliable, energy efficient public transportation to the Gunnison community.

August 14, 2026

Democratic Gubernatorial Nominee Phil Weiser
P.O. Box 13644
Denver, CO 80201

Dear Gubernatorial Nominee Weiser,

The Board of Directors of the Gunnison Valley Transportation Authority (GVRTA) is comprised of elected representatives of Gunnison County, The City of Gunnison, the Town of Crested Butte, and the Town of Mt. Crested Butte. The Board would like to inform you of issues that are vital to maintaining affordability for our workforce.

Our community relies heavily upon two mass transit systems, the GVRTA's commuter bus service linking the City of Gunnison with Mt. Crested Butte and the Mountain Express transit system in the north end of our valley. Both agencies are recipients of federal and state funding through CDOT. This funding has been essential, enabling our community to access work, healthcare, and other essential services, as well as provide workforce housing in Gunnison while cost effectively linking these residents to work in the north end of the valley.

From a statewide perspective, Colorado provides more rural transit trips than any other state; Colorado provided 19.5 million rural transit trips in 2024 while the next highest state was North Carolina with 5.3 million trips. Transit agencies in Colorado rely on federal and state funding for both their capital and operational needs. As a state that provides so many rural transit trips, this funding is even more important for maintaining our fleets in a state of good repair than it is to other states because the funding gets spread across more agencies.

Both the Mountain Express and the GVRTA receive Colorado SB-230 funding and this is allowing us to expand our services to better serve our community. It is very important for our valley that these funds continue in order for us to maintain the new levels of service into the future.

It is also important that funding flowing from or through CDOT be contracted quickly and efficiently. The longer an agency has to wait for funding, the more expensive it is to use, especially for capital purchases. Also, given that the new OMB Proposed Rule: 2 CFR Part 200 is currently being considered, the more quickly CDOT can contract the funding after it's awarded and get it to the project, the less likely that it will be pulled back by the Office of the Secretary of Transportation.

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

Sincerely,

Matthew Schwartz,
Board Chair
Gunnison Valley RTA

MEMO

August 14, 2026 Board Meeting Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Small bus purchase from Davey Coach

Board Members,

At our last meeting, you approved a motion authorizing me to purchase three smaller buses from Davey Coach through the DRCOG contract for an amount not to exceed $1,050,000 for the three Body on Chassis (BOC) buses.

Since then, I have received a final quote for these buses with some upgrades that I believe are necessary improvements. These upgrades ensure that the experience of riding on these buses is similar to riding on our current fleet. The upgrades include a larger chassis so that the legroom is more comparable, upgraded passenger seats, windows, flooring and HVAC systems, automatic chains similar to the ones on our current vehicles, bike racks that match our current ones, two-way radios, and a camera system with eight cameras similar to the ones we currently have.

The total for these vehicles with options is more than I had originally expected... with the increase in chassis size, seat, window, flooring and HVAC upgrades accounting for most of the increase. Now, the total cost per bus is about $34k more than I had originally been authorized to spend. Therefore, I would like to ask for a new motion to allow us to purchase the vehicles with the necessary upgrades.

If you agree, I request a ***motion to authorize the GVRTA Executive Director to enter into a contract with Davey Coach to purchase three 30 passenger Body on Chassis buses using CTE and local funding through the DRCOG contract for an amount not to exceed $1,155,000 in total after receiving Purchase Authorization from CDOT.***

Thank you,
Scott Truex
Executive Director

MEMO
August 14, 2026 Board Work-session Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Core Bus Service Performance Standards

Board Members,

In response to your request to develop some standardized performance measures that we can use to define core bus service requirements, I did some research into other agencies performance and cancellation rates. Most available statistics are from major transit agencies and I wasn't able to find much information regarding rural agencies. I found that commuter and fixed-route bus cancellation rates vary by region – primarily due to weather, mechanical and staffing issues. Cancellation rates are typically between 3% to 5% for major metropolitan agencies, though severe driver shortages and maintenance issues can push these cancellations up to 20% to 25% on certain routes.

I discovered that cancellation rates vary significantly depending upon the specific transit authority. For example:

- MARTA in Atlanta currently has a bus cancellation rate of about 3%.
- LA Metro bus cancellation rates stabilized between 3% and 5% in the last year or so, though this was a significant improvement from higher rates earlier in the decade. Their goal is less than 2%.
- Cancelation rates for the Regional Transportation District (RTD) in Denver aren't available, but on-time performance (less than 5 minutes late) for their local and regional routes is about 84%. For their Bus Rapid Transit Routes, 82.5% are on-time.
- The Roaring Fork Transportation Authority (RFTA) doesn't report specific cancellations, but their on-time performance (zero to five minutes late) for commuter bus and regional transit services ranges between 72.5% and 78%. Much of their issues are due to road construction on Hwy 82.
- CTA (Chicago) had an elevated cancellation rate of roughly 20% of scheduled bus trips in recent years, largely driven by operator staffing shortfalls.
- NYC Transit (New York City) has lower traditional cancellations, however roughly 37% of express bus trips and 30% of local buses miss their stops at their scheduled times, resulting in significant "ghost bus" gaps.

For Comparison purposes, the GVRTA has the following statistics:

GVRTA Historical Performance Data		Cancelled Trips	On-Time Performance 0-5 minutes	0-10 minutes
November 27, 2024 – November 25, 2025	12 months	1.1%	90.9%	96.7%
December 1, 2024 – May 31, 2025	6 months	1.6%	92.7%	96.9%
June 1, 2025 – November 25, 2025	6 months	0.5%	89.1%	96.7%
December 1, 2025 – May 31, 2026	6 months	2.3%	88.8%	95.3%

Based upon our data and this research, I recommend the following standards for core bus service performance levels. If you agree, I will be including these in your reports going forward.

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

For this metric, I've used the Los Angeles goal of less than 2% for cancellations since that is something that we have proven that we are able to accomplish. This would mean an average of less than one round trip cancelled per day. The metric for performance standards for late buses comes from our historical performance record.

Part of my reasoning for the fairly lenient goal of 85% for being less than five minutes late and 90% for being less than 10 minutes late is that we have worked very hard to impress upon the drivers that leaving early is unacceptable. Therefore, we have encouraged them to start their routes 2-3 minutes late so that they don't get ahead of schedule. We would much rather have them a few minutes behind schedule rather than one minute early. Also, there are many factors such as traffic, weather, accidents on the highway, road construction, etc. that we cannot control that directly impact this performance measure.

I have also drawn from our current Title VI policy for the 15-minute late standard of 95% which has the following On-Time Performance Standard:

> ***RTA vehicles are considered on time if it departs the first scheduled timepoint on the route at or after the scheduled departure and no more than 15 minutes late. RTA's on-time performance objective is 95% or greater.***

We saw our canceled trip performance drop last winter and if we dig into the data a bit more, it is apparent that the cancellation rate increased significantly in March which affected the whole winter's average. Unless you have any changes, these are the reports that I will include in your packet going forward.

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%**

Performance Measures

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

Spring, Summer, Fall - 2026 GVRTA On-Time Performance

Southbound - From Crested Butte 4-Way

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	25	825	22	803	2.7%	95.9%	99.1%	99.4%	0.1%	0.5%
May	31	1,023	23	1,000	2.2%	95.2%	98.9%	99.3%	0.2%	0.5%
June										
July										
August										
September										
October										
November										
Total	**56**	**1,848**	**45**	**1,803**	**2.4%**	**95.5%**	**99.0%**	**99.3%**	**0.2%**	**0.5%**

Northbound - From Spencer and Hwy 135

	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips: Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	25	825	21	804	2.5%	90.2%	97.4%	98.0%	0.4%	1.6%
May	31	1,023	22	1,001	2.2%	90.5%	96.8%	97.7%	0.4%	1.9%
June										
July										
August										
September										
October										
November										
Total	**56**	**1,848**	**43**	**1,805**	**2.3%**	**90.4%**	**97.1%**	**97.8%**	**0.4%**	**1.8%**
				Average:	**2.4%**	**92.9%**	**98.0%**	**98.6%**	**0.3%**	**1.1%**

Performance Measures

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

Thank you,
Scott Truex
Executive Director

MEMO
August 14, 2026 Board Work-session Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Commuter Bus and Separate Circulator Bus Option

Board Members,

In response to your request to examine the possibility of having the Commuter Bus serve only the new transit center when a separate circulator system within the City of Gunnison is created, I've created with the following analysis.

There are two components to be considered when looking at this possibility. The first is the time and cost savings to the Commuter Bus service and the second is the impact on ridership on the RTA service by requiring passengers to transfer between buses.

If we were to have the transit center as the primary destination for the Commuter Bus, I would suggest that we would still want to serve the bus stops at 135 and Denver (Mocha's) and 135 and Spencer (Community Banks.) To make this work, we would also want to add southbound stops across the street from the current stops. This would shorten the route by about 1.6 miles and that would shave about 8-11 minutes off of the route. Taking into account the Hwy 135 stops and the traffic lights, I have used nine minutes for this discussion. Taking nine minutes off of the route would be a very good thing for scheduling our Commuter Bus because we could then get back to easy 15-minute headways and provide a more consistent schedule all day long.

Reducing the time on the route by nine minutes per lap could result in potential savings for the RTA of about $325k per year. However, since we would want bring a scheduled lap from 125 minutes to 120 minutes and not 116 minutes to make the schedule work, the driver would still be on the clock for five of those nine minutes.

A reduction of four minutes per lap could potentially still result in a savings of $144k or so if we could negotiate that savings with our contractor. At the very least, we could save the fuel and maintenance costs from reduced mileage, which would be about $30k and at the same time make the schedule more intuitive by having the bus arrive at the same time every hour all day long. (i.e. The bus would always leave the Gunnison Schools at :05, :20, :35, and/or :50 past the hour.)

What I've described above is the positive side of not running the service to all of the bus stops in the city.

The downside is that over 60% of our passengers would need to transfer between buses and that would likely reduce the chances of choice riders using the system. Google AI reports that

transferring between buses significantly decreases transit ridership compared to direct, single-vehicle trips. The "transfer penalty"—the psychological and actual time cost of waiting, walking between stops, and paying again—can reduce a route's ridership by 10% to 30%, depending on the quality of the connection.

This makes intuitive sense, but since our passengers wouldn't have to walk between stops nor pay a fare, I've used a 10% reduction for this analysis.

Here is a breakdown of northbound passenger boardings in Gunnison by bus stop in from November '24 to November '25 and how a transfer could affect our ridership if 10% chose not to ride due to a transfer being required. About 38% of our passengers would not be affected because they would still use the bus stops along Hwy 135 or at the transit center.

	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Total
2025 Passenger Boardings	18,946	5,719	12,442	21,529	19,793	21,739	13,492	14,766	23,912	152,338
Still Served by Commuter Bus					19,793			14,766	23,912	58,471
Need Transfer to Connect	18,946	5,719	12,442	21,529		21,739	13,492			93,867
Potential Lost (10% reduction due to transfer)	1,895	572	1,244	2,153	-	2,174	1,349	-	-	9,387
Passengers at 10% reduction	17,051	5,147	11,198	19,376	19,793	19,565	12,143	14,766	23,912	142,951

Using these assumptions, we could expect to see an overall reduction in passengers using the RTA Commuter Bus of about 6%. While this is not as bad as I would have thought, it does go against our goal of getting as many people to ride the bus as possible.

I look forward to hearing your questions and thoughts.

Thank you,
Scott Truex
Executive Director

MEMO
August 14, 2026 Board Work-session Packet
To: GVRTA Board of Directors
From Scott Truex, Executive Director
Re: Thoughts and Correspondence regarding Core Air Service

Board Members,

After the last Board meeting, Jeff, Andrew, Bill and I had a discussion regarding the impact of tourists and locals on our air program. In the end, Bill summarized our thoughts as follows:

*"**All flights at GUC travel in both directions. For every inbound flight, there's a corresponding outbound flight. Peak travel patterns for inbound visitors are often different than those for locals traveling outbound, and they usually tend to complement one another very well. There's no way we could offer the strong schedules for inbound visitors during the winter and summer without local support, and the locals would never enjoy the levels of service enjoyed year-round were it not for inbound visitors. Offering additional peak season flights from other hubs, both winter and summer, benefits both locals and visitors alike.**"*

We hope that this helps you to understand where we were coming from when we developed the Core Air Service memo in your last meeting packet.

For further insight, I've included the email conversation below between Ian, Bill, and me which occurred just before the last Board meeting.

Thank you,
Scott Truex
Executive Director

Core Air Service Correspondence:

6/19 – From Ian

For core services on the planes, I don't think I'm seeing a compelling argument that anything beyond 2 Denver flights/day should be part of the core.

My definition of core is the level we should operate at and if we aren't, we need to do everything we can to get there because things don't work below it. So, I find it hard to think that a core level should be 3 Denver flights/day.

But is there something about how ski season travel works where if we don't have 3 flights, things really start breaking down?

I'm also not compelled to think that non-Denver flights are critical to operation of the airport. My limited experience of trying to book through Chicago has made me leery, given how fragile things get when the one flight doesn't go. I look for earlier flights through Denver with the hope that I can catch a later Denver flight if the original is canceled. Maybe that works for Chicago and other stops, but it hasn't for me when it has come up.

How bad would things be if we just had 2 Denver flights?

6/20 – From Scott

I'm looping Bill into this conversation. I think he will have a lot to offer on this.

At the last meeting, we attempted to get an understanding for what the board meant by core service and I think there are still a lot of definitions on the table.

We used notes from that meeting and conversations with Rick to create the document in your packet. Our understanding of what the Board was looking for was a definition of what the core service requirements are for the airport to succeed. So, I guess the question is "what is success?".

The concern I would have with excluding the expanded winter service in the definition of core service would be the lack of ability to meet demand, and therefore increased costs for passengers. I suppose that the only reason for reducing to the two round trips from Denver would be a large economic event that reduced demand… so that might not matter.

In the peak of last winter, we saw 478 passengers per day on United alone, not including the Dallas service.

If we just had the two United flights in the winter, we would not come close to meeting the current demand that has been created by locals, visitors, and second homeowners and it would likely be very detrimental to our economy. We didn't think that would meet the board's definition of success, so we added expanded winter service as part of the core service levels.

Bill, I'd love to hear your thoughts…

6/20 – From Ian

Like with the bus system with level of service dependent upon time of season, could core service for the airline be 3 round trips during peak tourism and 2 round trips the rest of the year? Year-round redundancy that flexes up during high travel periods?

6/20 – From Scott

I think that is an option… Bill knows the number better than me, but my guess is that it would likely take at least four flights daily during peak holiday and high season to make it work. I would want to know more about the lack of competition that this scenario would create and the potential for higher ticket prices.

6/20 – From Ian

Very helpful!!! Understanding how dropping the non-Denver flights affects the number of Denver flights we would need to maintain the existing level of service/costs is illuminating for me.

6/21 – From Bill

Thanks for including me in this email conversation, Scott. Yes, I do have some thoughts.

Ian, I took the time to re-read this thread in its entirety several times, and just keyed in on this carefully-worded key statement you made to Scott on Friday evening: “My definition of core is the level we should operate at and if we aren't, we need to do everything we can to get there because things don't work below it. So, I find it hard to think that a core level should be 3 Denver flights/day.“

I agree 100%... If market conditions were to suddenly change to the point that GUC’s year-round service levels should ever be threatened to drop below 2x daily from DEN, I agree we should “do everything we can” to ensure that we do not drop below that level. Fortunately, market forces are such that 3x daily from DEN for ~40 weeks of the year is now being sustained organically, and as Scott noted in his memo, those shoulder seasons during the spring and fall with just 2x daily from DEN only continue to shrink. Barring another “Black Swan” event like the market crash of 2008 or the Global Pandemic of 2020, my confidence has never been higher the GUC market should continue to be able to sustain these current levels of year-round service that just a few years ago seemed unimaginable – all without the need for any subsidies.

Having successfully weaned ourselves from all summer subsidies with more service this summer than GUC could have ever dreamed of, the strategic use of subsidies to top off our winter service is now germane and top of mind. United’s non-DEN winter flights from IAH & ORD that remain GUC’s only routes supported by MRG agreements. There are a lot of strategic reasons for this. To reiterate a few:

1. 3x daily from DEN only will not satisfy the total winter demand that has now been proven for United.
2. Adding a 4th daily trip from DEN results in lop-sided demand for that 4th daily trip – either light inbound / strong outbound if scheduled into an early AM time channel or strong inbound / weak outbound if slotted into a late afternoon time channel.
3. The timing of the supplemental winter flights from IAH & ORD complements the timing of UA’s 3x daily flights from DEN beautifully, adding schedule redundancy to as much of United’s global network as possible with a total of no more than five flights daily.
4. From a strategic perspective, nonstop flights from IAH & ORD also offer convenient seasonal nonstop flights from GUC’s strongest flow markets, for visitors, 2nd homeowners and locals alike.