



Meeting Notice

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

September 26, 2025, at 8:00 a.m.

In the Town Council Room

**located in the Crested Butte Town Offices,
507 Maroon Avenue in Crested Butte.**

For copies of the agenda and minutes of previous meetings, please go to www.gunnisonvalleyrta.com/meetings or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.



AGENDA – SEPTEMBER 26, 2025
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL CHAMBERS – 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 AUGUST 8, 2025 MEETING MINUTES
- D. FINANCIAL REPORT
- E. CORRESPONDENCE - None
- F. OLD BUSINESS
 - 1) Air program reports
 - 2) Bus program reports

REGULAR AGENDA

- 8:05 F. OLD BUSINESS - continued
- 3) Airport update – Rick Lamport
 - 4) Tourism and Prosperity Partnership report – Andrew Sandstrom
 - 5) Air service update – Bill Tomcich
 - 6) Executive Director’s report – Scott Truex
 - 7) Facility at 301 W. Tomichi Avenue – update on grant contract and discussion – Scott Truex
 - 8) Update on proposed amendments to initial GVRTA Intergovernmental Agreement – Scott Truex
 - 9) Update on changing form of meeting minutes from written minutes to using a recording of the meeting – Leia Morrison and Scott Truex
 - 10) Update on contract with CDOT for second daily Bustang Outrider service between Crested Butte and Denver – Scott Truex – **possible motion and decision requested**
- 8:35 G. PUBLIC COMMENT PERIOD
- 8:40 H. COMMENTS FROM BOARD MEMBERS & STAFF
- 8:45 I. NEW BUSINESS
- 1) Update on Bus purchases and the impact of tariffs on bus pricing – Scott Truex – discussion
 - 2) Request for bus route change in Gunnison – moving the route from Georgia Avenue to Virginia Avenue between Teller St. and Colorado St. – discussion – Scott Truex
 - 3) Discussion regarding possible MOU with Gunnison County for the GVRTA to provide aid and assistance to Gunnison County in the event of an emergency or disaster – Scott Truex – discussion

- 4) GVRTA Draft 2026 Budget and Budget Assumptions – Scott Truex – discussion
- 5) 2026 – 2030 Draft GVRTA Five-year Financial Plan – Scott Truex – discussion
- 6) Executive session to discuss contract negotiations with Truex Management Services
- 7) Authorization for the Board Chair to sign a contract with Truex Management Services, Inc. to provide management services for the GVRTA beginning January 1, 2026 – Matt Schwartz & Scott Truex – **motion & decision requested**

10:00 J. ADJOURNMENT OF REGULAR MEETING

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

GUNNISON VALLEY TRANSPORTATION AUTHORITY
MEETING MINUTES

August 8, 2025

County Commissioners Room, Gunnison County Courthouse

A. INTRODUCTION

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

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

Scott Truex, Leia Morrison, Mike Patterson, Rick Lamport, Bill Tomcich, Dean Herrera, Kim Bolling, Danny Bartelli, Andrew Sandstrom (ZOOM), and community members are also present.

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE JUNE 20TH, 2025 MEETING MINUTES

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

Diego Plata ***moved to approve the consent agenda.*** Anna Fenerty seconded the motion. The motion passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS CONTINUED

3) Airport Update

Rick Lamport reported on the upcoming airport master planning project. He reported that it typically takes 14-18 months to complete the Airport Master Plan. He has interviewed eight companies for this project. Lamport also reported on the high-altitude testing that is currently happening at the airport.

4) Tourism and Prosperity Partnership (TAPP) report

Andrew Sandstrom (ZOOM) reported that we are pacing better than our competitive set. The Colorado Tourism Office reported that Colorado has been losing market share to Utah during the winter season. Sandstrom disclosed that although the valley's winter visitation was down, our summer has been rebounding. He also reported on an interesting trend that TAPP is seeing

and that is that during the June-September time period, occupancy is up about 3% and our unique visitor count is down, but the length of stay is up. Overall, our occupancy is pacing up 2-3% and visitor days are up 2-3% and the rate is pacing up around 8%. Ian Billick asked if we should be receiving international visitor data. Rick Lamport reported that the origination study (leakage study) and OMD reports will show international data. Sandstrom commented that international data is most likely very low.

5) Air Service Update

Bill Tomcich reported that the one market that is increasing is Houston, which is up 10 ½ % year over year. He reported that Dallas-Fort Worth (DFW) was also up 12% and Austin was only up 1.3%. Tomcich reported that June and July were record months for our airport. Tomcich spoke to our future bookings, reporting that August is pacing 27% ahead, while September is pacing 29% ahead. Tomcich reported that for the fall, October and November are pacing strongly ahead with October pacing 44% ahead of last year. Tomcich recognized that the local market is responding to the increased service. All of our winter flights are loaded and our MRG's with Houston and Chicago have been executed with United. The Chicago flight will operate two flights per week with the exception of January, for a total of twenty two roundtrips ending March 29th. The Houston daily service will begin on December 18th without dropping Tuesdays. Tomcich reported that the combined MRG cap is less than what we had last year and that all flights are loaded for both United and American. He reported that JSX is pleased with their service into Gunnison and will begin their winter service in December.

6) Executive Director's report

Scott Truex updated the board on our current grant applications. He highlighted the fact that of the twenty-five projects across the nation that were submitted, ours was the only one in Colorado that made it into the Senate version of the Budget bill and there are several hoops that we will have to go through. Truex reported that our first three buses are on the assembly line in Winnipeg and we are on track to receive one in December and the others early next year. As of yesterday, eight of our ten buses were in service and two were waiting on parts.

Truex also reported that we are going to propose a small route change at the next meeting, but we need to do more research and speak with the City of Gunnison. This proposed route change is in our capital and operations plan that we passed last year as something to consider.

7) Facility at 301 W. Tomichi Avenue

Scott Truex gave an update on the grant contract. As of yesterday, the grant contract was still in the contracting queue, and he is hopeful that we will get it executed in the next week or two. We have developed the RFQ for this project which is later on in the agenda.

8) Update on proposed amendments to the initial GVRTA Intergovernmental Agreement.

Scott Truex reported to the board that we are waiting on comments from the County.

9) Update on changing the form of meeting minutes from written minutes to using a recording of the meeting.

Leia Morrison reported that we are testing an audio only version on ZOOM at today's meeting.

G. Public Comment - There was no public comment

H. Comments from Board & Staff

I. New Business

1) Request to increase the airline mechanic subsidy for 2025

Diego Plata ***moved to increase the payment to the Gunnison County Airport Fund from \$50,000 to \$54,000 to fund the airline mechanic subsidy in 2025.*** Ian Billick seconded the motion. The motion passed unanimously.

2) Authorization of Board Chair to sign a contract with Swiftly, Inc. for real-time location services and service adjustments

Diego Plata ***moved to authorize the board chair to sign a contract with Swiftly, Inc. for real-time location services and service adjustments.*** Ian Billick seconded the motion. The motion passed unanimously.

3) Inspection of new buses in Winnipeg and Pembina

Scott Truex explained the request to send Danny Bartelli to the factories along with our consultant, the reason being that we are ordering five buses. Experience will be of benefit to Danny, but also to the GVRTA. Ian Billick asked why this is the purview of the board. Scott said that it is outside of the budget. Ian suggests a threshold of discretion in the future.

Ian Billick ***moved to authorize the purchase of airline tickets and travel expenses for Danny Bartelli to inspect our new vehicles in Winnipeg and Pembina.*** Diego Plata seconded the motion. The motion passed unanimously.

4) Approval of RFQ for Architectural, Engineer, and Project Management Services for Enhanced Bus Stop at 301 W. Tomichi Avenue

Scott Truex said we will need the final approval from CDOT before we can send this RFQ out. He discussed how we will handle cost control during this process.

Ian Billick ***moved to approve RFQ 2025-02 for architectural, engineering, and project management and construction contract administration services for the GVRTA enhanced bus stop facility as presented with the ability to make some minor edits and after approval by the Board Chair.*** Anna Fenerty seconded the motion. The motion passed unanimously.

5) Approval of Clean Transit Enterprise fund grant application

Scott Truex discussed the terms of this grant, the forty-one trip schedule to fifty-three trips in the winter with approximately 15-minute service from 6 am to 6 pm. We would also add three thirty passenger vehicles to our fleet. Our CTE allocation of funds is approximately \$450,000 in 2026 and approximately \$600,000 in the following years and these amounts will fluctuate.

There was a discussion of the general relationship between the feds and the state when it

comes to funding.

Ian Billick ***moved to authorize the submission of the Gunnison Valley RTA's request for funding from the FY26 CTE SB230 Formula Grant Program as presented.*** Diego Plata seconded the motion. The motion passed unanimously.

6) Authorization of Board Chair to sign a letter of support for the Clean Transit Enterprise fund grant application

7) Diego Plata ***moved to authorize the Board Chair to sign the letter of support for the Clean Transit Enterprise fund grant application as presented.*** Ian Billick seconded. The motion passed unanimously.

8) Acceptance of the 2024 Audit of the financial statements of the Gunnison Valley Transportation Authority. Scott Truex was pleased to report that again this year, we were given a clean audit and there were no findings in the audit.

Ian Billick ***moved to accept the 2024 Audit of the financial statements of the Gunnison Valley Transportation Authority as presented.*** Anna Fenerty seconded the motion. The motion passed unanimously.

9) Approval of the winter 2025-2026 Bus Schedule

Scott Truex reported that the proposed schedule is identical to last winter, which includes 41 round-trips per day

Diego Plata ***moved to approve the winter 2025-26 bus schedule as presented.*** Ian Billick seconded the motion. The motion passed unanimously.

10) Possible addition of solar panels to the 905 W. Evans maintenance facility. The board discussed and decided not to move forward with this project.


The meeting adjourned at 8:51 am




July, 2025 - Financial Report:

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

Sales Tax Revenues:




 Gunnison Valley Transportation Authority Sales Tax Revenues									
Month	2022	2023	2024	Budget 2025	Actual 2025	% vs Budget	% Change 24-25	Projected 2025	
Jan	\$ 445,739	\$ 471,041	\$ 471,261	\$ 485,000	\$ 458,136.40	-5.5%	-2.8%	\$ 458,136	
Feb	\$ 464,948	\$ 484,914	\$ 503,629	\$ 519,000	\$ 524,133.69	1.0%	4.1%	\$ 524,134	
Mar	\$ 559,798	\$ 537,816	\$ 518,936	\$ 535,000	\$ 542,007.90	1.3%	4.4%	\$ 542,008	
April	\$ 332,944	\$ 296,774	\$ 300,108	\$ 309,000	\$ 346,929.00	12.3%	15.6%	\$ 346,929	
May	\$ 386,830	\$ 371,561	\$ 389,756	\$ 401,000	\$ 417,392.67	4.1%	7.1%	\$ 417,393	
June	\$ 591,654	\$ 544,420	\$ 583,054	\$ 601,000	\$ 607,788.28	1.1%	4.2%	\$ 607,788	
July	\$ 694,821	\$ 753,805	\$ 708,783	\$ 730,000				\$ 730,000	
Aug	\$ 630,918	\$ 631,167	\$ 667,642	\$ 688,000				\$ 688,000	
Sept	\$ 576,404	\$ 598,134	\$ 602,517	\$ 616,000				\$ 616,000	
Oct	\$ 431,654	\$ 447,192	\$ 525,608	\$ 461,000				\$ 461,000	
Nov	\$ 381,165	\$ 387,207	\$ 374,552	\$ 399,000				\$ 399,000	
Dec	\$ 515,927	\$ 528,949	\$ 567,885	\$ 545,000				\$ 545,000	
Year-to-date	\$ 2,781,913	\$ 2,706,526	\$ 2,766,744	\$ 2,850,000	\$ 2,896,387.94	1.6%	4.7%		
Full Year	\$ 6,012,802	\$ 6,052,980	\$ 6,213,731	\$ 6,289,000		0.7%	2.0%	\$ 6,335,388	

 Gunnison Valley Transportation Authority Financial Report - July, 2025				
	YTD Actual	2025 Budget	Revisions	2025 Projected
Distribution of Sales Tax Revenues among GVRTA funds	\$ 2,896,387.94	\$ 6,289,000	\$ 46,388	\$ 6,335,388
Sales Tax to General Fund	\$ 2,896,387.94	\$ 4,593,000	\$ 221,388	\$ 4,814,388
Sales Tax to Capital Fund	\$ -	\$ 500,000	\$ -	\$ 500,000
Sales Tax to Air Command Fund	\$ -	\$ 750,000	\$ (175,000)	\$ 575,000
Sales Tax to Senior Transportation Fund	\$ -	\$ 446,000	\$ -	\$ 446,000
	\$ 2,896,387.94	\$ 6,289,000	\$ 46,388	\$ 6,335,388



GVRTA Fund Reports:

GVRTA General Fund Financial Report - July, 2025		YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance		\$ 2,423,691	\$ 2,209,167	\$ 214,524	\$ 2,423,691
Revenues					
Sales Tax Revenues		\$ 2,896,387.94	\$ 4,593,000	\$ 221,388	\$ 4,814,388
Sales Tax - Clerk		\$ 35,548.67	\$ 37,000	\$ 16,000	\$ 53,000
Interest Charges		\$ 1,064.32	\$ 1,000	\$ 100	\$ 1,100
Other Fines		\$ 486.25	\$ 1,000	\$ -	\$ 1,000
Rental Income - West Evans Maintenance Facility		\$ 15,400.00	\$ 26,400	\$ -	\$ 26,400
Rental Income - Solstice and Lazy K Housing Units		\$ 53,566.39	\$ 70,600	\$ 22,400	\$ 93,000
Earnings on Investments		\$ 116,994.95	\$ 80,000	\$ 77,000	\$ 157,000
5311 A & O FTA 5311 Admin. & Operating Grants		\$ 367,008.00	\$ 367,000	\$ 8	\$ 367,008
Total Revenues		\$ 3,486,456.52	\$ 5,176,000	\$ 336,896	\$ 5,512,896
Expenditures:					
Postage		\$ -	\$ 100	\$ -	\$ 100
Supplies & Equipment Under \$4,000		\$ -	\$ 4,000	\$ -	\$ 4,000
Building Repair and Maintenance		\$ 13,894.47	\$ 30,000	\$ -	\$ 30,000
Travel - Transportation		\$ 1,223.60	\$ 4,000	\$ -	\$ 4,000
Travel - Meals		\$ 302.88	\$ 3,000	\$ -	\$ 3,000
Travel - Lodging		\$ 1,013.52	\$ 3,000	\$ -	\$ 3,000
Legal Services		\$ 17,012.60	\$ 8,000	\$ 22,000	\$ 30,000
Contracted Temp. Help - GTFS & RAE		\$ 1,200.00	\$ 58,000	\$ (50,000)	\$ 8,000
Contract SVCS - Social Firekeeper, Swiftly, Bus Stops		\$ 43,856.18	\$ 82,000	\$ 1,000	\$ 83,000
Management Services - TMS		\$ 67,491.84	\$ 101,238	\$ -	\$ 101,238
Meetings - Registrations		\$ 2,850.00	\$ 2,000	\$ (50)	\$ 1,950
State Fees		\$ 10,167.95	\$ 30,000	\$ (2,000)	\$ 28,000
County Treasurer's Fees		\$ 32,639.38	\$ 77,000	\$ (7,000)	\$ 70,000
Late Night Taxi & Bustang Services		\$ 28,600.00	\$ 100,000	\$ -	\$ 100,000
Advertising, Notices, Public Outreach & Website		\$ 7,617.34	\$ 18,000	\$ -	\$ 18,000
Dues & Memberships - CASTA and POA Memberships		\$ 22,315.95	\$ 25,000	\$ -	\$ 25,000
Auditing		\$ -	\$ 13,500	\$ -	\$ 13,500
Insurance & Bonds		\$ 20,138.09	\$ 22,000	\$ -	\$ 22,000
Utilities		\$ 1,589.91	\$ 10,000	\$ (6,000)	\$ 4,000
Investment Commissions/Fees		\$ -	\$ 100	\$ -	\$ 100
Transfer to County General Fund - Finance Dept.		\$ 8,166.69	\$ 14,000	\$ -	\$ 14,000
5311 - A Management Services - TMS		\$ 67,491.84	\$ 101,238	\$ -	\$ 101,238
5311 - A Bus Operations Manager - Ecovatus		\$ 52,000.00	\$ 78,000	\$ -	\$ 78,000
5311 - O Diesel Fuel		\$ 48,848.89	\$ 120,000	\$ (15,000)	\$ 105,000
5311 - O CNG Fuel		\$ 230,740.82	\$ 400,000	\$ (15,000)	\$ 385,000
5311 - O Repair & Maintenance - Vehicles		\$ 335,183.96	\$ 640,000	\$ -	\$ 640,000
5311 - O Purchased Transportation Services		\$ 1,826,744.22	\$ 3,200,000	\$ -	\$ 3,200,000
Total Expenditures		\$ 2,841,090.13	\$ 5,144,176	\$ (72,050)	\$ 5,072,126
Ending General Fund Balance		\$ 3,069,057	\$ 2,240,991	\$ 623,470	\$ 2,864,461
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					


GVRTA Fund Reports:

GVRTA Capital Reserve Fund  Financial Report - July, 2025		YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance		\$ 728,893	\$ 727,970	\$ 923	\$ 728,893
Revenues:					
5339- C 5339(b) Capital Grant (buses)		\$ -	\$ 1,516,108	\$ (1,516,108)	\$ -
State SB267 Grant (facility)		\$ -	\$ 1,000,000	\$ (900,000)	\$ 100,000
Sales Tax Revenues		\$ -	\$ 500,000	\$ -	\$ 500,000
Total Revenues		\$ -	\$ 3,016,108	\$ (2,416,108)	\$ 600,000
Expenditures:					
5339 - c Bus Purchase (Grant)		\$ -	\$ 1,783,667	\$ (1,783,667)	\$ -
Bus Purchase (Local)		\$ -	\$ 891,833	\$ (21,421)	\$ 870,412
SB 267 Facility Design & Construction		\$ -	\$ 1,000,000	\$ (900,000)	\$ 100,000
Housing/Land Purchases		\$ 2,131.08	\$ -	\$ 2,131	\$ 2,131
Capital Improvements		\$ -	\$ -	\$ -	\$ -
Total Expenditures		\$ 2,131.08	\$ 3,675,500	\$ (2,702,957)	\$ 972,543
Ending Fund Balance		\$ 726,762	\$ 68,578	\$ 287,772	\$ 356,350
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					
GVRTA Air Command Fund  Financial Report - July, 2025		YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance		\$ 1,981,155	\$ 1,980,944	\$ 211	\$ 1,981,155
Revenues:					
Sales Tax Revenues		\$ -	\$ 750,000	\$ (175,000)	\$ 575,000
SCASD Grant (300k budgeted to county)		\$ -	\$ -	\$ -	\$ -
Total Revenues		\$ -	\$ 750,000	\$ (175,000)	\$ 575,000
Expenditures:					
Airline Guarantees - Winter		\$ 405,898.00	\$ 582,206	\$ (176,308)	\$ 405,898
Professional Services - Tomcich Travel		\$ 69,237.98	\$ 106,000	\$ -	\$ 106,000
Gunnison County - Airport Airline Mechanic Subsidy		\$ 54,000.00	\$ 50,000	\$ 4,000	\$ 54,000
Airline Guarantees - Summer (50% paid by county grant)		\$ -	\$ -	\$ -	\$ -
Total Expenditures		\$ 529,135.98	\$ 738,206	\$ (172,308)	\$ 565,898
Ending Fund Balance		\$ 1,452,019	\$ 1,992,738	\$ (2,481)	\$ 1,990,257
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					
GVRTA Senior Transportation Fund  Financial Report - July, 2025		YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance		\$ 397,246	\$ 356,611	\$ 40,635	\$ 397,246
Revenues:					
Sales Tax Revenues		\$ -	\$ 446,000	\$ -	\$ 446,000
Total Revenues		\$ -	\$ 446,000	\$ -	\$ 446,000
Expenditures:					
Capital Expenses		\$ -	\$ -	\$ 23,000	\$ 23,000
Contracted Services		\$ 248,549.48	\$ 420,000	\$ 5,000	\$ 425,000
Total Expenditures		\$ 248,549.48	\$ 420,000	\$ 28,000	\$ 448,000
Ending Fund Balance		\$ 148,697	\$ 382,611	\$ 12,635	\$ 395,246
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					

Summary of all Funds

GVRTA Total Revenues and Expenditures  Financial Report - July, 2025		YTD Actual	2025 Budget	Revisions	2025 Projected
Beginning Fund Balance		\$ 5,530,985	\$ 5,274,692	\$ 256,293	\$ 5,530,985
Revenues:		\$ 3,486,457	\$ 9,388,108	\$ (2,254,212)	\$ 7,133,896
Expenditures:		\$ 3,620,907	\$ 9,977,882	\$ (2,919,315)	\$ 7,058,567
Ending Fund Balance		\$ 5,396,535	\$ 4,684,918	\$ 921,396	\$ 5,606,314
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					
GVRTA Summary of all Funds  Financial Report - July, 2025		2025 Actual Beginning Balance	YTD Current Balances	2025 Budget Ending Balance	2025 Projected Ending Balance
Fund Balances				Revisions	
Unrestricted General Fund Balance		\$ 2,423,691	\$ 3,069,057	\$ 2,240,991	\$ 2,864,461
Capital Reserve Fund Balance		\$ 728,893	\$ 726,762	\$ 68,578	\$ 356,350
Air Command Fund Balance		\$ 1,981,155	\$ 1,452,019	\$ 1,992,738	\$ 1,990,257
Senior Transportation Fund Balance		\$ 397,246	\$ 148,697	\$ 382,611	\$ 395,246
Total Fund Balance		\$ 5,530,985	\$ 5,396,535	\$ 4,684,918	\$ 5,606,314
Report shows posted revenues through June and expenditures through July.					
Report prepared by Scott Truex with information from the County Finance department on September 12, 2025.					

GVRTA Housing Report and Housing Contributions to General Fund:

Gunnison Valley Transportation Authority GVRTA Housing Status Report													2025					
	Year Built	Year Purchased	Initial Cost	Major Repairs	Total Cost	Occupied												
						J	F	M	A	M	J	J	A	S	O	N	D	
Solstice Unit G 118 7th St, CB	1993	2022	\$ 602,911	\$ -	\$ 602,911	X	X	X	X	X	X	X	X					
Lazy K 117 Chipeta Ct Unit A	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X	X	X	X	X	X	X					
Lazy K 117 Chipeta Ct Unit B	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X			X	X	X	X					
Lazy K 117 Chipeta Ct Unit C	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X	X		X	X	X	X					
Lazy K 117 Chipeta Ct Unit D	2022	2022	\$ 357,932	\$ -	\$ 357,932		X	X	X	X	X	X	X					
Lazy K 117 Chipeta Ct Unit E	2022	2022	\$ 357,932	\$ -	\$ 357,932	X	X	X	X	X	X	X	X					
Lazy K 104 Ouray Ln Unit A	2023	2023	\$ 417,997	\$ -	\$ 417,997	X	X	X	X	X	X	X	X					
Lazy K 107 Ouray Ln Unit A	2023	2023	\$ 407,786	\$ -	\$ 407,786	X	X	X	X	X	X	X	X					
Lazy K 110 Ouray Ln Unit A	2023	2023	\$ 425,336	\$ -	\$ 425,336	X	X	X	X	X	X	X	X					
			\$ 3,643,689	\$ -	\$ 3,643,689	8	9	8	7	9	9	9	9					

GVRTA Housing:	2022	2023	2024	YTD 2025	Total
Revenues and Expenses					
Rental Income	\$ 6,269	\$ 46,121	\$ 83,651	\$ 53,566	\$ 189,607
Expenses					
Lazy K POA Dues	\$ -	\$ 3,506	\$ 5,004	\$ 5,562	\$ 14,072
Solstice POA Dues	\$ 499	\$ 6,336	\$ 6,336	\$ 6,336	\$ 19,507
Utilities (unocc. units)	\$ -	\$ 9,538	\$ 4,589	\$ 1,495	\$ 15,622
Minor repairs & Maint.	\$ -	\$ -	\$ -	\$ 3,271	\$ 3,271
Total Expenses	\$ 499	\$ 19,380	\$ 15,929	\$ 16,664	\$ 52,472
Added to General Fund	\$ 5,770	\$ 26,741	\$ 67,722	\$ 36,902	\$ 137,135

GVRTA Capital Assets & Bus Fleet:

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

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

RTA Board of Directors Meeting, September 2025

Air Program Report – Bill Tomcich

August Results – United:

- **Reliability and OTP:** 99.5% completed, 70.7% on time. There was one outbound cancellation to IAH due to a mechanical plus one inbound overnight delay due to DEN weather.
- **Passenger #s:** 10,511 total revenue passengers – up +27% over last year, while also surpassing GUC's prior record August when 8,622 passengers were recorded in 2022.
- **Load Factor:** 76.9% this August versus 80.7% last August.

July & August Results – JSX:

- **Reliability and OTP:** 100% completed in July, 94% completed in August. Only a handful of delays due to diversions.
- **Passenger #s & Load Factors:**
 - **July:** 2,279 pax – up +32.5% over last July. 74.5% LF – down from 77.5% last July.
 - **August:** 1,885 pax – up +22.9% from last Aug. 68.3% LF – down from 73.0% last Aug.

Future Bookings: *(as of September 15)*

- **September:** now pacing +44% ahead of last year on a capacity increase of +43%.
- **October:** Now pacing +38% ahead on a capacity increase of +40%.
- **November:** Now pacing +16% ahead on identical capacity.
- **Winter:** Now pacing +1% ahead of last winter overall with December and January pacing well ahead while February and March are pacing behind on very small numbers.

Future Schedules through Fall 2025:

- **United from DEN:** 3x daily through October 25, then 2x daily October 26 – December 17, then 3x daily starting December 18.
- **JSX from DAL:** One flight daily through September 22.

Current Published Winter 2025/26 Schedules:

- **United from DEN:** 3x daily December 18 – March 28.
- **United from IAH:** One flight daily December 18 – March 28.
- **United from ORD:** Fri-Sat in / Sat-Sun out December 19 – January 4 & February 6 – March 29.
- **American from DFW:** 2x daily December 18 – January 5, then one flight daily January 6 – April 6.



Bus program reports – August, 2025

Passengers by Month

Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route 2025									2024			Year over Year	
Month	Total Passengers	Bus Trips	Service Hours	Service Miles	Days	Riders Per Trip	Riders Per Day		Riders	Riders Per Trip	Riders Per Day	Total Riders Change	Percent Riders Change
January	44,091	2,470	2,896	82,367	31	17.9	1,422.3		49,484	19.9	1,596.3	(5,393)	-10.9%
February	41,696	2,248	2,646	75,335	28	18.5	1,489.1		47,763	20.2	1,647.0	(6,067)	-12.7%
March	44,162	2,502	2,934	83,650	31	17.7	1,424.6		48,338	19.2	1,559.3	(4,176)	-8.6%
April	21,731	2,061	2,372	68,891	30	10.5	724.4		23,103	11.1	770.1	(1,372)	-5.9%
May	20,233	2,037	2,297	67,430	31	9.9	652.7		19,030	9.4	613.9	1,203	6.3%
June	27,716	1,976	2,230	66,400	30	14.0	923.9		26,340	13.6	878.0	1,376	5.2%
July	36,041	2,035	2,316	68,195	31	17.7	1,162.6		34,747	17.3	1,120.9	1,294	3.7%
August	31,621	2,043	2,317	67,926	31	15.5	1,020.0		31,452	16.0	1,014.6	169	0.5%
Total	267,291	17,372	20,008	580,194	243	15.4	1,100.0		280,257			(12,966)	-4.6%

Passengers by Stop – Summer, 2025

2025 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Northbound																		
Month	# of days	Gunnison Rec Center	Gunnison County Library	Gunnison Comm. Schools	11th & Virginia	Safeway Spruce & Hwy50	Teller & Hwy50	WCU Colorado & Ohio	Denver & Hwy135	Spencer & Hwy135	Tall Texan	Ohio Creek	Almont	ON CB South	OFF CB South	Riverland	Brush Creek	Riverbend
April	24	1,039	260	622	1,094	789	832	475	675	1,016	199	107	183	544	404	68	63	22
May	31	1,461	351	1,013	1,419	1,128	1,030	614	894	1,292	344	160	353	964	543	86	91	66
June	30	1,688	494	827	1,719	1,439	1,576	750	1,199	1,790	664	245	725	1,618	678	121	237	79
July	31	1,795	643	873	2,207	1,744	1,930	1,002	1,434	2,120	919	358	977	2,422	715	215	300	128
August	31	1,666	377	912	2,009	1,609	1,780	985	1,327	1,955	680	236	865	1,887	576	144	260	83
Total	147	7,649	2,125	4,247	8,448	6,709	7,148	3,826	5,529	8,173	2,806	1,106	3,103	7,435	2,916	634	951	378
Avg / Day		52.0	14.5	28.9	57.5	45.6	48.6	26.0	37.6	55.6	19.1	7.5	21.1	50.6	19.8	4.3	6.5	2.6

2025 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop Southbound													
Month	# of days	Mt CB Transit Center	CB 4-Way	Riverbend	Brush Creek	Riverland	ON CB South	OFF CB South	Almont	Ohio Creek	Tall Texan	Gunnison Rec Center	Total Southbound Passengers
April	24	1,123	2,934	51	143	237	489	738	255	69	395	216	5,912
May	31	1,473	4,876	62	179	244	582	1,434	286	83	470	199	8,454
June	30	2,395	6,580	73	191	294	680	1,517	564	69	532	163	11,541
July	31	3,713	8,579	87	263	297	797	2,102	577	74	671	314	15,372
August	31	3,025	7,988	77	212	237	664	1,840	513	107	577	199	13,599
Total	147	11,729	30,957	350	988	1,309	3,212	7,631	2,195	402	2,645	1,091	54,878
Avg / Day		79.8	210.6	2.4	6.7	8.9	21.9	51.9	14.9	2.7	18.0	7.4	373.3

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

Southbound - From Crested Butte 4-Way										
	# of Days	Planned # of Trips	Missed Trips	Actual # of Trips	Percentage of Missed Trips	Percentage of Actual Trips				
						Zero to 5 minutes late	Zero to 10 minutes late	Zero to 15 minutes late	More than 15 minutes	Not Tracked
April	24	792	4	788	0.5%	98.0%	99.4%	99.7%	0.0%	0.3%
May	31	1,023	6	1,017	0.6%	95.9%	99.4%	99.6%	0.2%	0.2%
June	30	990	2	988	0.2%	94.0%	99.3%	99.6%	0.2%	0.2%
July	31	1,023	4	1,019	0.4%	87.4%	97.4%	98.9%	0.7%	0.4%
August	31	1,023	2	1,021	0.2%	94.3%	99.4%	99.8%	0.2%	0.0%
Total	147	4,851	18	4,833	0.4%	93.7%	98.9%	99.5%	0.3%	0.2%

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	24	792	5	787	0.6%	94.7%	98.0%	99.0%	0.0%	1.0%
May	31	1,023	3	1,020	0.3%	92.2%	97.8%	98.8%	0.6%	0.6%
June	30	990	2	988	0.2%	90.9%	97.1%	99.1%	0.4%	0.5%
July	31	1,023	7	1,016	0.7%	84.4%	94.7%	97.8%	1.1%	1.1%
August	31	1,023	1	1,022	0.1%	88.7%	96.9%	98.2%	0.7%	1.1%
Total	147	4,851	18	4,833	0.4%	90.0%	96.8%	98.6%	0.6%	0.8%
Average:					0.4%	91.8%	97.9%	99.0%	0.4%	0.5%

Late and Missed Runs

July 1-July 31, 2025			
Date	Late run	Missed Runs	Reason/Incident
Jul-1	N/A		6:16 PM NB STARTED ALMONT ON TIME-DRVR ERROR
Jul-4	11:20 AM SB & 12:06 PM NB		BOTH RUNS @ 15 MINS LATE DUE TO TRAFFIC & PARADE
Jul-4	6:21 AM		LATE START-MECHANICAL, BUS SWAP 15 MINS LATE
Jul-9	4:46 PM NB		16 MINS LATE-TRAFFIC//ADA ON 8:40 PM SB
Jul-15		5:51 AM NB & 7:10 AM SB,	
Jul-15		7:56 AM NB	XLD-DRVR SCHEDULE ERROR
Jul-17		2:11 PM NB & 3:30 PM SB	XLD-DRVR ILLNESS LAST MINUTE
Jul-17			ADA ON 8:21 PM NB
Jul-20	11:01 AM NB, 1:06 PM NB & 2:25 PM SB		20 MINS LATE-MECHANICAL//2ND TWO ABOUT 10 MINS LATE DUE TO CATTLE DRIVE
Jul-22	4:16 PM NB	2:11 PM NB	15 MINS LATE-TRAFFIC//XLD DRVR LATE
Jul-23	MOST BTWN 3:45 P-6 PM		RUNS BTWN 3:45 PM NB & 6:05 PM @15-20 MINS LATE-TRAFFIC//ADA ON 3:30 PM SB
Jul-24	2:11 PM NB		20 MINS LATE-DRVR ISSUE
Jul-24	4:30 PM SB & 5:16 PM		ABOUT 15 MINS LATE-MECHANICAL ISSUES AND HEAVY TRAFFIC
Jul-25		5:46 PM NB & 7:05 PM SB	XLD-MISCOMMUNICATION RE SCHEDULE
Jul-26		6:56 AM NB	XLD-DRVR ILLNESS, 8:15 AM SB STARTED CBS ON TIME
Jul-26	10:31 AM NB 1ST AFFECTED RUN		11AM-1PM HWY 135 CLOSED FOR ACCIDENT //3:30 PM ACCIDENT HWY 135 @15 MIN DELAYS//LOTS OF SCHED SWAPS
Jul-26	ALL RUNS BTWN 10:31 AM & 1:00 PM	ALL RUNS BTWN 10:31 AM & 1:00 PM	AT LEAST ONE DRIVER TURNED @ & RETURNED TO TC/TRAFFIC NOT MOVING EITHER DIRECTION
Jul-31	5:35 PM SB	N/A	15 MINS LATE-TRAFFIC

August 1- August 31, 2025			
Date	Late run	Missed Runs	Reason/Incident
Aug-5	9:01 AM NB		15-20 MINS LATE-MECHANICAL
Aug-9		6:56 AM NB & 8:15 AM SB	NO DRVR AVAILABLE
Aug-13	12:36 PM NB & 1:25 PM SB		LATE-ACCIDENT AT BRUSH CREEK//LATE-HWY STRIPING
Aug-23	5:51 AM NB		20-30 MINS LATE-MECHANICAL
Aug-27	6:51 PM NB		MECHANICAL, 6:51 PM 15 MINS LATE BUS SWAP

Passenger Boardings by Time – Winter 2024-25

Northbound							Northbound						
Departing Rec. Center	April	May	June	July	Aug	Total	Departing Rec. Center	April	May	June	July	Aug	Total
5:21 AM	149	228	240	299	314	1,230	5:21 AM	6.2	7.4	8.0	9.6	10.1	8.4
5:51 AM	99	173	281	444	462	1,459	5:51 AM	4.1	5.6	9.4	14.3	14.9	9.9
6:21 AM	247	381	370	561	562	2,121	6:21 AM	10.3	12.3	12.3	18.1	18.1	14.4
6:56 AM	472	746	1,084	1,418	1,166	4,886	6:56 AM	19.7	24.1	36.1	45.7	37.6	33.2
7:26 AM	309	401	717	844	718	2,989	7:26 AM	12.9	12.9	23.9	27.2	23.2	20.3
7:56 AM	463	769	771	1,111	1,053	4,167	7:56 AM	19.3	24.8	25.7	35.8	34.0	28.3
8:26 AM	266	443	528	742	564	2,543	8:26 AM	11.1	14.3	17.6	23.9	18.2	17.3
9:01 AM	307	373	578	870	598	2,726	9:01 AM	12.8	12.0	19.3	28.1	19.3	18.5
9:31 AM	195	279	443	625	486	2,028	9:31 AM	8.1	9.0	14.8	20.2	15.7	13.8
10:01 AM	157	230	491	695	588	2,161	10:01 AM	6.5	7.4	16.4	22.4	19.0	14.7
10:31 AM	229	319	406	508	469	1,931	10:31 AM	9.5	10.3	13.5	16.4	15.1	13.1
11:01 AM	219	285	470	591	564	2,129	11:01 AM	9.1	9.2	15.7	19.1	18.2	14.5
11:36 AM	236	378	591	811	535	2,551	11:36 AM	9.8	12.2	19.7	26.2	17.3	17.4
12:06 PM	261	304	435	526	357	1,883	12:06 PM	10.9	9.8	14.5	17.0	11.5	12.8
12:36 PM	267	374	838	730	647	2,856	12:36 PM	11.1	12.1	27.9	23.5	20.9	19.4
1:06 PM	212	373	522	515	434	2,056	1:06 PM	8.8	12.0	17.4	16.6	14.0	14.0
1:41 PM	273	374	628	856	689	2,820	1:41 PM	11.4	12.1	20.9	27.6	22.2	19.2
2:11 PM	342	463	736	770	780	3,091	2:11 PM	14.3	14.9	24.5	24.8	25.2	21.0
2:41 PM	388	493	712	840	646	3,079	2:41 PM	16.2	15.9	23.7	27.1	20.8	20.9
3:11 PM	336	440	583	611	628	2,598	3:11 PM	14.0	14.2	19.4	19.7	20.3	17.7
3:46 PM	529	674	606	779	809	3,397	3:46 PM	22.0	21.7	20.2	25.1	26.1	23.1
4:16 PM	377	460	664	777	680	2,958	4:16 PM	15.7	14.8	22.1	25.1	21.9	20.1
4:46 PM	248	403	527	781	561	2,520	4:46 PM	10.3	13.0	17.6	25.2	18.1	17.1
5:16 PM	294	428	456	553	497	2,228	5:16 PM	12.3	13.8	15.2	17.8	16.0	15.2
5:46 PM	257	336	360	458	389	1,800	5:46 PM	10.7	10.8	12.0	14.8	12.5	12.2
6:16 PM	241	272	351	505	546	1,915	6:16 PM	10.0	8.8	11.7	16.3	17.6	13.0
6:51 PM	186	225	390	428	476	1,705	6:51 PM	7.8	7.3	13.0	13.8	15.4	11.6
7:21 PM	154	210	292	449	440	1,545	7:21 PM	6.4	6.8	9.7	14.5	14.2	10.5
7:51 PM	152	251	294	383	314	1,394	7:51 PM	6.3	8.1	9.8	12.4	10.1	9.5
8:21 PM	113	227	270	381	393	1,384	8:21 PM	4.7	7.3	9.0	12.3	12.7	9.4
8:56 PM	110	204	242	276	286	1,118	8:56 PM	4.6	6.6	8.1	8.9	9.2	7.6
9:26 PM	72	146	155	254	196	823	9:26 PM	3.0	4.7	5.2	8.2	6.3	5.6
9:56 PM	55	117	144	278	166	760	9:56 PM	2.3	3.8	4.8	9.0	5.4	5.2
Total	8,215	11,779	16,175	20,669	18,013	74,851	Total	10.4	11.5	16.3	20.2	17.6	15.4
Southbound							Southbound						
Departing Mt. CB	April	May	June	July	Aug	Total	Departing Mt. CB	April	May	June	July	Aug	Total
6:40 AM	118	106	176	187	176	763	6:40 AM	4.9	3.4	5.9	6.0	5.7	5.2
7:10 AM	202	230	146	186	231	995	7:10 AM	8.4	7.4	4.9	6.0	7.5	6.8
7:40 AM	185	231	229	294	235	1,174	7:40 AM	7.7	7.5	7.6	9.5	7.6	8.0
8:15 AM	125	161	161	209	214	870	8:15 AM	5.2	5.2	5.4	6.7	6.9	5.9
8:45 AM	127	144	184	174	139	768	8:45 AM	5.3	4.6	6.1	5.6	4.5	5.2
9:15 AM	89	112	116	170	129	616	9:15 AM	3.7	3.6	3.9	5.5	4.2	4.2
9:45 AM	102	115	166	178	198	759	9:45 AM	4.3	3.7	5.5	5.7	6.4	5.2
10:20 AM	104	142	190	328	238	1,002	10:20 AM	4.3	4.6	6.3	10.6	7.7	6.8
10:50 AM	141	135	216	204	237	933	10:50 AM	5.9	4.4	7.2	6.6	7.6	6.3
11:20 AM	134	150	195	268	191	938	11:20 AM	5.6	4.8	6.5	8.6	6.2	6.4
11:50 AM	144	182	243	332	234	1,135	11:50 AM	6.0	5.9	8.1	10.7	7.5	7.7
12:20 PM	166	182	273	404	260	1,285	12:20 PM	6.9	5.9	9.1	13.0	8.4	8.7
12:55 PM	205	208	315	358	372	1,458	12:55 PM	8.5	6.7	10.5	11.5	12.0	9.9
1:25 PM	156	205	268	408	337	1,374	1:25 PM	6.5	6.6	8.9	13.2	10.9	9.3
1:55 PM	226	359	290	343	404	1,622	1:55 PM	9.4	11.6	9.7	11.1	13.0	11.0
2:25 PM	223	296	382	425	477	1,803	2:25 PM	9.3	9.5	12.7	13.7	15.4	12.3
3:00 PM	259	323	469	623	527	2,201	3:00 PM	10.8	10.4	15.6	20.1	17.0	15.0
3:30 PM	268	354	415	560	537	2,134	3:30 PM	11.2	11.4	13.8	18.1	17.3	14.5
4:00 PM	538	911	691	755	821	3,716	4:00 PM	22.4	29.4	23.0	24.4	26.5	25.3
4:30 PM	470	625	816	930	809	3,650	4:30 PM	19.6	20.2	27.2	30.0	26.1	24.8
5:05 PM	401	566	801	1,250	1,045	4,063	5:05 PM	16.7	18.3	26.7	40.3	33.7	27.6
5:35 PM	231	388	542	697	650	2,508	5:35 PM	9.6	12.5	18.1	22.5	21.0	17.1
6:05 PM	244	361	479	507	427	2,018	6:05 PM	10.2	11.6	16.0	16.4	13.8	13.7
6:35 PM	141	263	351	484	335	1,574	6:35 PM	5.9	8.5	11.7	15.6	10.8	10.7
7:05 PM	117	207	317	374	354	1,369	7:05 PM	4.9	6.7	10.6	12.1	11.4	9.3
7:35 PM	89	176	330	468	408	1,471	7:35 PM	3.7	5.7	11.0	15.1	13.2	10.0
8:10 PM	146	244	346	530	434	1,700	8:10 PM	6.1	7.9	11.5	17.1	14.0	11.8
8:40 PM	183	254	274	439	316	1,466	8:40 PM	7.6	8.2	9.1	14.2	10.2	10.0
9:10 PM	129	234	455	633	643	2,094	9:10 PM	5.4	7.5	15.2	20.4	20.7	14.2
9:40 PM	75	207	417	631	590	1,920	9:40 PM	3.1	6.7	13.9	20.4	19.0	13.1
10:20 PM	74	146	628	920	791	2,559	10:20 PM	3.1	4.7	20.9	29.7	25.5	17.4
11:00 PM	64	121	399	706	490	1,780	11:00 PM	2.7	3.9	13.3	22.8	15.8	12.1
11:30 PM	36	116	261	397	350	1,160	11:30 PM	1.5	3.7	8.7	12.8	11.3	7.9
Total	5,912	8,454	11,541	15,372	13,599	54,878	Total	7.5	8.3	11.7	15.0	13.3	11.3
Overall Total	14,127	20,233	27,716	36,041	31,612	129,729	Overall Total	8.9	9.9	14.0	17.6	15.5	13.4

GVRTA GHG Emissions Analysis					Kg of CO2 Emissions Created by GVRTA	CO2 Kg Emissions Created if all trips in Single Occupancy Vehicles (SOV)	GVRTA Total 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 Emissions Reduction vs. SOV	Kg NOx Red. per Pass.	GVRTA Total KG of Methane Emissions Reduction	Kg Methane Reduct. per Pass.
GHG Emissions Produced and Reduced by the GVRTA														
2025	Passengers Carried	1-Way Bus Trips	RNG Used (GGE)	Diesel Used (gallons)										
January	44,091	2,470	16,922	1,450	126,869	569,944	443,075	10.049	82	8,593	8,511	0.193	33,628	0.763
February	41,696	2,248	15,344	1,585	117,784	538,985	421,201	10.102	87	8,127	8,040	0.193	30,491	0.731
March	44,162	2,502	16,226	1,859	126,416	570,862	444,446	10.064	100	8,607	8,507	0.193	32,244	0.730
April	21,731	2,061	15,248	815	109,315	280,907	171,592	7.896	52	4,235	4,183	0.193	30,300	1.394
May	20,233	2,037	12,105	2,453	105,164	261,543	156,379	7.729	122	3,943	3,821	0.189	24,055	1.189
June	27,716	1,976	12,274	2,695	108,751	358,272	249,521	9.003	133	5,402	5,269	0.190	24,391	0.880
July	36,041	2,035	11,956	3,297	112,765	465,886	353,121	9.798	159	7,024	6,865	0.190	23,758	0.659
August	31,621	2,043	11,791	3,598	114,738	408,750	294,012	9.298	173	6,163	5,990	0.189	23,431	0.741
Total	267,291	17,372	111,864	17,751	921,802	3,455,149	2,533,347	9.478	907	52,095	51,188	0.192	222,297	0.832

Automobile emissions vs. GVRTA bus emissions:

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

One car trip creates the same amount of NOx as 3.73 average GVRTA bus trips.

The RTA averaged 15.4 passengers per bus in this time period.

Notes for Calculations:

Each one way trip by bus creates approximately

53.063

Kg of CO2 emissions and

0.0522

Kg of NOx emissions.

Each one-way trip by automobile creates approximately

12.927

Kg of CO2 emissions and

0.1950

Kg of NOx emissions.



Notes & Assumptions:

RNG = Renewable or Recaptured Compressed Natural Gas (CNG)

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

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

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

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

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

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

Each GGE of CNG contains 1.9872 Kg of methane.

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

2025 Miles per Bus:

Miles / Bus 2025	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		Total Bus Miles (odom.)	Total Revenue Miles
Bus #	#504	#505	#506	#503	#502	#501	#500	#507	#508	#509	AEX Buses		
January	6,942	735	8,824	7,778	7,892	8,508	7,581	7,773	8,047	9,034	10,439	83,553	82,367
February	9,147	0	9,044	7,655	8,952	9,263	2,662	7,641	9,503	9,312	3,135	76,314	75,335
March	11,413	148	3,890	7,799	11,170	9,860	5,524	10,395	9,758	9,324	5,508	84,789	83,650
April	2,527	1,883	2,002	7,576	9,791	9,364	-	9,033	10,072	8,348	9,345	69,941	68,891
May	6,167	10,703	8,691	7,412	9,400	7,011	-	9,302	224	9,301	1,203	69,414	67,430
June	8,095	7,688	7,764	9,072	5,547	7,747	-	6,001	7,694	7,449	-	67,057	66,400
July	9,461	9,854	5,189	7,575	7,657	8,123	-	5,901	7,309	7,951	67	69,087	68,195
August	10,895	10,667	10,925	5,239	604	7,413	-	10,848	3,288	8,758	33	68,670	67,926
September												-	
October												-	
November												-	
December												-	
Total	64,647	41,678	56,329	60,106	61,013	67,289	15,767	66,894	55,895	69,477	29,730	588,825	580,194
Year Purch.	2016	2016	2017	2018	2019	2019	2020	2021	2023	2023			
Cur. Odom.	709,484	669,407	549,730	518,219	519,207	544,234	388,731	339,394	218,359	229,233			

2025 Repairs per Bus:

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

Senior Transportation Report

Ridership on the RTA Funded Senior Services - 2025										
Month	Gunnison Riders	CB Riders	Total Riders	Gunnison Miles	CB Miles	Total Miles	Gunnison Invoices	CB Invoices	Total Invoices	
January	1,000	182	1,182	3,017	4,082	7,099	\$ 24,036	\$ 9,504	\$ 33,540	
February	997	180	1,177	2,986	3,450	6,436	\$ 24,035	\$ 8,614	\$ 32,649	
March	1,042	208	1,250	3,467	4,621	8,088	\$ 24,323	\$ 10,579	\$ 34,902	
April	1,004	196	1,200	2,990	4,945	7,935	\$ 25,529	\$ 9,851	\$ 35,380	
May	929	233	1,162	2,826	5,106	7,932	\$ 27,196	\$ 9,981	\$ 37,177	
June	902	279	1,181	3,028	4,179	7,207	\$ 25,846	\$ 8,894	\$ 34,740	
July	992	284	1,276	4,144	4,120	8,264	\$ 28,771	\$ 11,379	\$ 40,150	
August	890		890	3,495		3,495	\$ 27,531		\$ 27,531	
September										
October										
November										
December										
Total	7,756	1,562	9,318	25,953	30,503	56,456	\$ 207,267	\$ 68,802	\$ 276,069	



Executive Director's Report

September 26, 2025 Board Meeting Packet

Bus Operations Report:

- Ridership in July was up 3.7% and August was up 0.5% vs last year.
- We've continued to have a consistent use of GVRTA vehicles. For the past three months, we only used Alpine Express vehicles on the route for three one-way trips.
- We completed 99.6% of our trips and the on-time performance was excellent with 89% of trips within 5 minutes of schedule and 97% within ten minutes. We only missed five round-trips in July and two in August.

Grant updates:

- We have been awarded \$378,019 in 2026 Section 5311 operating grant funds and we should receive a grant contract sometime this fall.
- We were the first agency in the state to have been awarded funding from the new Clean Transit Enterprise grant funding source. We were awarded \$455,000 and I plan to work with Colorado Mountain Purchasing Consortium (CMPC) towards purchasing three new smaller buses over the next two years.
- Matt, Diego and I met with staff from Congressman Hurd's office to encourage the Congressman's support of our application for two more expansion buses from FY2026 CDS and we are waiting to hear if we will be funded.
- We are also waiting to hear if we will be awarded an FTA Section 5339(a) grant to replace bus #506.
- CDOT's next capital call for projects will be released in the next few weeks and I will apply for a replacement bus in that round of funding as well.

Other Items:

- June sales tax came in 4.2% higher and July 13.1% higher than last year. July was the largest month we have ever had for sales tax revenue.
- Year-to-date sales tax revenues are up 6.4% vs last year and 3.3% above budget.
- I am waiting for CDOT to send us a contract for the subsidy of the second daily bus to/from Denver.



MEMO

August 8, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Facility at 301 W. Tomichi Avenue

Board Members,

After our last meeting, I checked with Paul Franke and he assured me that the contract with our architect includes a provision to protect us from having to pay for a redesign of the project to bring the cost of the work back within our budget if bids come in higher than the architect's cost estimates.

We are still waiting for CDOT to send us a grant contract to fund the facility. I've asked for updates several times since our last meeting and have been told that the contracting department is still working on our project. I wish I could give you a better timeline for when we will have the contract, but unfortunately, I don't know when they will complete it and send it to us.

Once we do get the contract executed and uploaded into CDOT's web portal COTRAMS, I will immediately ask for procurement concurrence and procurement authorization which usually doesn't take more than a day or two to process. After that, we will be able to issue the RFQ which you approved at the last meeting.

The RFQ will take about two months from the time of publication to the time of selecting a contractor and then we should be able to move quickly to design.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: GVRTA Intergovernmental Agreement (IGA) Update

Board Members,

We have sent the proposed amendments to the IGA along to the three municipalities and the County for their review. The Town of Crested Butte was able to provide some helpful amendments and clarifications. The City of Gunnison and the Town of Mt. Crested Butte have both commented that they do not have any concerns with the proposed amendments.

We received the County's comments last week and we are working with them to try resolve a couple of issues before we send a final draft to each of the entities for adoption.

After the County and municipalities have all adopted the new IGA, we will be able to formally amend our bylaws as we have previously discussed.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Meeting minutes process - update

Board Members,

We are still working to transition from written minutes to using audio recordings for our official meeting minutes and we have run into a few issues trying to produce quality recordings.

At the last meeting, we tried using an audio recording from Zoom and we hoped that it would work well. However, the recording was not good enough. Liea has ideas on how to make it work better.

In order to ensure a smooth transition, we need to do another test at the September meeting. This test will allow us to confirm the production of clear recordings and ensure that our process for uploading the recordings and making them available on our website is efficient.

Our new plan is to request that you pass a resolution to make the transition at the November meeting and have it come into effect at the following meeting assuming that the recording is good quality at both the September and November meetings.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Contract with CDOT for second daily Outrider bus service

Board Members,

Just before the packet was about to go out to you, I received a scope of work for a contract with CDOT for sharing the cost of the second daily bus between Crested Butte and Denver. I have several questions for CDOT and will need to get answers from them before I can make a recommendation to you on how to proceed.

I did, however, want to include this on the agenda so that we can discuss it and perhaps make a motion to authorize the Board Chair to sign a contract for this service. As you know, we have budgeted approximately \$71k this year for this service which began last spring and we are planning to budget another \$106k or so next year.

I hope to hear back from CDOT before our meeting and will bring more information about the proposed contract and a recommendation on how to proceed to you at the meeting if I can. Additionally, I will provide you with more information ahead of the meeting if possible.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Impact of tariffs on bus purchases

Board Members,

I've been working with our MCI and our consultant, Ann Beauvais to better understand how tariffs will impact our costs for the five buses we have already ordered. While there will be some additional costs, it doesn't look like it will be excessive at this point.

In our contract, it says that we may have to pay additional costs in the event that a price adjustment is required due to changes that are a mandatory result of legislation or regulations that become effective after the date of the tender submission. MCI reports that they expect the cost of tariffs will increase the price of their buses from 3% to 15%.

Ann and I are working with MCI to make sure that all costs are properly tracked and that we are charged a fair amount for the additional costs. As part of our research, we will be signing NDAs that will allow us to see the individual amounts that MCI has had to pay for each part from each vendor.

Since MCI typically purchases the parts for each bus a few weeks prior to entering the assembly lines, they will be invoicing us for these costs monthly, in the month after each bus enters the first of the two assembly lines.

Our first two buses entered first assembly line in Winnipeg in July and we were notified that the additional cost for each bus will be \$4,751.39. A third bus entered the first assembly line in July and the cost was calculated at \$3,709.14.

My understanding at this time is that the final two buses could be around \$5,000 each. I will keep you posted if things change or if there are additional costs that I am not aware of at this time.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Request for bus route change in Gunnison

Board Members,

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

Currently, the bus follows this route:



The request is to change to this route:



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

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

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

- **Collecting 24-hour traffic counts and speed data to understand traffic flow through the Virginia Avenue and Colorado Street intersection, and the impacts of a four-way stop instead of the current two-way stop.**
- **Considering the traffic safety impacts:**
 - o **Ensuring the sight distances are appropriate with no landscaping or foliage blocking the view for bus drivers or intersecting vehicles.**
 - o **Evaluating the implications of having a bus stopping at a two-way stop intersection (Virginia Avenue and Colorado Street) compared to a four-way stop intersection.**
Note: the current routing through Georgia Avenue and Colorado Street ensures the bus stops at a four-way stop and has clear right-of-way.
 - o **The reduced reaction time for a vehicle turning off Tomichi Avenue (Highway 50) in the case a bus is turning onto Colorado Street. Currently the route turns onto Colorado Street two blocks north of Tomichi Avenue, but in the routing change, this would occur one block north of Tomichi Avenue.**

Although the routing change will not have a financial impact on the operations, the capital plan sets aside \$5K to \$10K in 2025 in case a traffic study is needed in coordination with the City of Gunnison to make the routing change.

I am certain that if we make this change, we will get pushback from at least one of the residents on E. Virginia Avenue. I have been contacted several times by a resident when the buses use this route and they are likely to oppose this idea.

We reached out to city staff to see if they have any data on these intersections and/or if they would like to study (or have us study) the idea or comment on it before we make any decisions. They said that they should have traffic data that they can share with us next month. They do not oppose RTA considering this route change based on the reasoning we shared with them, but they do recommend that we provide public notice of this proposed change and collect public comment to inform the Board's decision.

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

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

Thank you,
 Scott Truex
 Executive Director



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Emergency response planning

Board Members,

We have been researching the idea of developing an emergency response plan for the RTA (for evacuations, etc.) After initial research, we recommend that we work with the County and provide our assets to help implement their Emergency Operations Plan instead of creating our own, separate plan.

I've discussed this idea with my counterpart in San Miguel County at SMART to see how they handle emergency planning and their collaboration with San Miguel informed our recommendation. They have an MOU with their county and they think this works best since they can rely on experts for making the plan, declaring the emergency and then dealing with any consequences from the actions that take place as a result of the emergency.

While we have assets to move people as necessary, the County has staff dedicated to emergency management and I believe that they are the best entity in our valley to direct an emergency response.

We received a copy of the agreement between San Miguel County and SMART can modify it to make it work for us, should you choose this route.

We would like to know if the Board supports this course of action. If so, we can discuss this idea with County's Emergency Management Office and see if there is interest on their part. If there is interest, we could propose a simple MOU between the County and the RTA that would identify respective roles and responsibilities related to the establishment of mutual aid and assistance in the event of an emergency or disaster and bring the MOU back to you for approval at a future Board meeting.

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

Thank you,
Scott Truex
Executive Director



2026 GVRTA

Staff Recommended Draft Budget

For Board Review 9/26/25:

(Prepared on August 19, 2025)

The next pages comprise the 2026 GVRTA Draft Budget. This document will be revised over the next several weeks as more information becomes available, after public input is received and as direction is received from the Board of Directors until the final adoption of the budget by the RTA Board of Directors on November 7 or December 12, 2025.

2026 Budget Schedule:

- August 20th – Staff submitted the first draft of the 2026 budget to County Finance.
- September 26th - The first draft of the 2026 budget and the draft budget assumptions are available for discussion and public review at the GVRTA Board Meeting.
 - The Board directs staff to make any desired revisions.
- September 27th to October 31st – Staff revises draft budget with Board revisions, new information on costs, updated revenue expectations, etc.
- October 31st – the proposed final draft budget is included in the packet and available on the GVRTA website for public review prior to the November 7th Board of Directors meeting.
- November 7th – The RTA Board of Directors reviews, amends if necessary, and makes a Motion to Adopt the 2026 Final Budget.
 - (This may be continued to the December 12th meeting if necessary.)
- The adopted Final Budget is submitted to the County Finance Department for inclusion in the Gunnison County 2026 Budget.
- The County Commissioners adopt the 2026 Budget.

2026 Draft Budget Assumptions:

- **Sales Tax**

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

- **Capital Fund**

- The Capital Fund is allocated \$1,050,000 in sales tax revenues in 2026
- Section 5339(a) Grant funding is budgeted to cover 80% of the cost of two buses.
 - We were awarded a grant for \$1,426,924.
- Section 5339(b) Grant funding is budgeted to cover 85% of the cost of two buses.
 - We were awarded a grant for \$1,516,108.
- State SB-267 grant funding of \$900,000 is included to build the enhanced bus stop on Hwy 50 in Gunnison.
 - This funding may be adjusted up to \$1,000,000 if we do not use any funding for design in 2025.
- State CTE grant funding of \$450,000 for bus purchases to expand service.
- Projects:
 - Purchasing four full sized buses - \$891,828 each.
 - Two with 5339(a) grant funding covering 80% of the cost.
 - Two with 5339(b) grant funding covering 85% of the cost.
 - This price may be adjusted prior to adoption of the budget based upon updated information regarding the impact of tariffs on the cost of the buses.
 - Purchasing two smaller buses for future service expansion - \$340,000 each.
 - Building the enhanced bus stop and GVRTA offices on Hwy 50 in Gunnison - \$1,400,000

- **Air Command Fund**

- The Air Command Fund is allocated \$650,000 from sales tax revenues in 2026.
- Winter flights are guaranteed to Houston and Chicago.
 - Total maximum MRG payments are budgeted.
 - \$204,352 is budgeted for Houston.
 - \$308,004 is budgeted for Chicago.
- Air Services Manager (including travel expenses) - \$111,000
- Airline Mechanic Contribution - \$60,000

- **Senior Transportation Fund**

- The Senior Transportation Fund is allocated \$464,000 from sales tax revenues in 2026.
- Senior transportation operations continue with no changes in 2026.
 - Contracts are budgeted at:
 - \$330,000 for GVH.
 - \$120,000 for Mountain Express.

- **General Fund**

- The remaining Sales Tax (\$4,359,000) is allocated to the General Fund.
- The GVRTA Commuter Bus operates on a 41 round-trip winter bus schedule and a 33 round-trip spring, summer, and fall bus schedule.
- The County has requested a \$50,000 contribution be included towards funding the Hwy 135 Corridor Plan.
 - This was included in the 2025 budget and will not be spent this year.
 - The total cost of the plan is estimated to be between \$600k & \$640k.
 - Other partners include Gunnison County, DOLA, the Town of CB, Mt. Express and potentially the Town of Mt. CB and CB South.
 - \$50,000 for this project is under Contracted Temporary Help.

- **Overall**

- Total revenues are budgeted to be \$11,459,632.
- Total expenditures are budgeted not to exceed \$12,255,272.
- Total cash fund balance is budgeted to be reduced by \$795,640.
- Capital assets will increase by a total of \$5,647,312 less depreciation.
 - Four new large buses - \$3,567,312
 - Two new small buses - \$680,000
 - Enhanced bus stop project - \$1,400,000
- Ending fund balance is budgeted to be \$4,799,886.
- The ending unrestricted fund balance is budgeted to be \$4,363,240.
- The minimum unrestricted fund balance mandated by the board under this budget would be \$2,602,200.



Gunnison Valley Transportation Authority

Staff Proposed 2026 Draft Budget

Drafted August 19, 2025

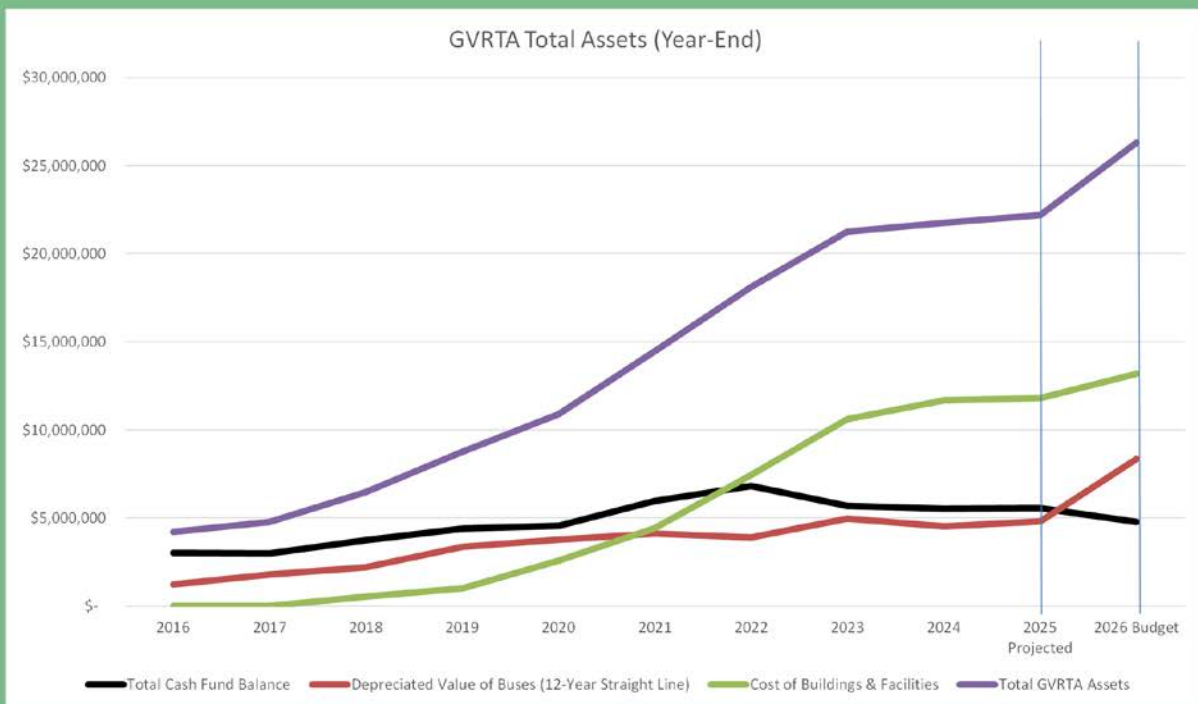
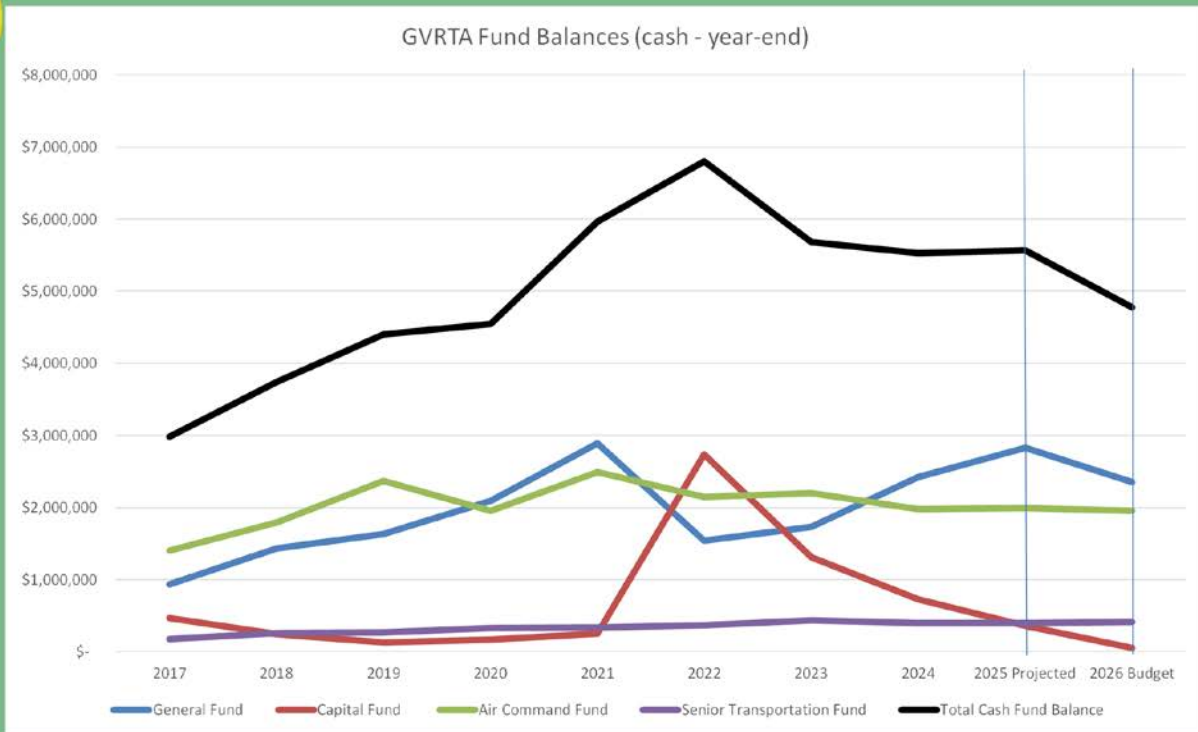
(Final Budget will be available for Adoption by the Board of Directors November 7, 2025)

Gunnison Valley Transportation Authority 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Sales Tax Revenues	\$ 6,213,731	\$ 6,289,000	\$ 6,328,600	\$ 6,518,000
Sales Tax to General Fund	\$ 4,830,731	\$ 4,593,000	\$ 4,807,600	\$ 4,359,000
Sales Tax to Capital Fund	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,050,000
Sales Tax to Air Command Fund	\$ 450,000	\$ 750,000	\$ 575,000	\$ 650,000
Sales Tax to Senior Transportation Fund	\$ 433,000	\$ 446,000	\$ 446,000	\$ 459,000
	\$ 6,213,731	\$ 6,289,000	\$ 6,328,600	\$ 6,518,000
GVRTA General Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning General Fund Balance	\$ 1,732,918	\$ 2,209,167	\$ 2,423,691	\$ 2,852,673
Revenues:				
Sales Tax Revenues	\$ 4,830,731	\$ 4,593,000	\$ 4,807,600	\$ 4,359,000
Sales Tax - Clerk	\$ 53,635	\$ 37,000	\$ 53,000	\$ 40,000
Interest Charges	\$ (417)	\$ 1,000	\$ 1,100	\$ 1,000
Other Fines	\$ (2,917)	\$ 1,000	\$ 1,000	\$ 1,000
Rental Income - West Evans Maintenance Facility	\$ 26,400	\$ 26,400	\$ 26,400	\$ 26,400
Rental Income - Solstice and Lazy K Housing Units	\$ 79,651	\$ 70,600	\$ 92,000	\$ 97,200
Earnings on Investments	\$ 142,891	\$ 80,000	\$ 155,000	\$ 100,000
CTE A&O & C Clean Transit Enterprise Service Expansion Op. Grant				\$ -
5311 A & O FTA 5311Admin. & Operating Grants G-1042	\$ 359,512	\$ 367,000	\$ 367,008	\$ 378,000
Total Revenues	\$ 5,489,486	\$ 5,176,000	\$ 5,503,108	\$ 5,002,600
Expenditures:				
Postage	\$ 10	\$ 100	\$ 100	\$ 100
Equipment Under \$4,000	\$ 3,606	\$ 4,000	\$ 4,000	\$ 4,000
Building Repair and Maintenance	\$ 21,257	\$ 30,000	\$ 30,000	\$ 40,000
Travel - Transportation	\$ 518	\$ 4,000	\$ 4,000	\$ 6,000
Travel - Meals	\$ 612	\$ 3,000	\$ 3,000	\$ 5,000
Travel - Lodging	\$ 1,520	\$ 3,000	\$ 3,000	\$ 5,000
Legal Services	\$ 6,232	\$ 8,000	\$ 30,000	\$ 10,000
Contracted Temporary Help - Marcy & RAE	\$ 94,135	\$ 58,000	\$ 8,000	\$ 58,000
Contract Svcs - Morrison, Swiftly, etc.	\$ 71,565	\$ 82,000	\$ 83,000	\$ 85,000
Management Services - TMS	\$ 97,344	\$ 101,238	\$ 101,238	\$ 107,500
Meetings - Registrations	\$ 25	\$ 2,000	\$ 1,950	\$ 2,000
State Fees	\$ 24,854	\$ 30,000	\$ 29,000	\$ 30,000
Treasurer's Fees	\$ 62,176	\$ 77,000	\$ 70,000	\$ 77,000
Late Night Taxi & Bustang Services	\$ 37,895	\$ 100,000	\$ 100,000	\$ 136,000
Advertising, Notices, Public Outreach & Website	\$ 9,515	\$ 18,000	\$ 18,000	\$ 15,000
Dues & Memberships (CASTA & POA Memberships)	\$ 29,012	\$ 25,000	\$ 25,000	\$ 33,000
Auditing	\$ 12,590	\$ 13,500	\$ 13,500	\$ 13,905
Insurance & Bonds	\$ 20,287	\$ 22,000	\$ 22,000	\$ 25,000
Utilities	\$ 4,729	\$ 10,000	\$ 5,000	\$ 1,000
Investment Commissions/Fees	\$ 51	\$ 100	\$ 100	\$ 100
Transfer to County General Fund	\$ 13,220	\$ 14,000	\$ 14,000	\$ 14,500
5311 - A Management Services - TMS	\$ 97,344	\$ 101,238	\$ 101,238	\$ 107,500
5311 - A Bus Operations Manager - Ecovatus		\$ 78,000	\$ 78,000	\$ 81,000
5311 - O Diesel Fuel	\$ 91,737	\$ 120,000	\$ 105,000	\$ 125,000
5311 - O CNG Fuel	\$ 359,053	\$ 400,000	\$ 385,000	\$ 420,000
5311 - O Repair & Maintenance - Vehicles	\$ 634,193	\$ 640,000	\$ 640,000	\$ 673,000
5311 - O Purchased Transportation Services	\$ 3,105,233	\$ 3,200,000	\$ 3,200,000	\$ 3,400,000
Total Expenditures	\$ 4,798,713	\$ 5,144,176	\$ 5,074,126	\$ 5,474,605
Ending General Fund Balance	\$ 2,423,691	\$ 2,240,991	\$ 2,852,673	\$ 2,380,668

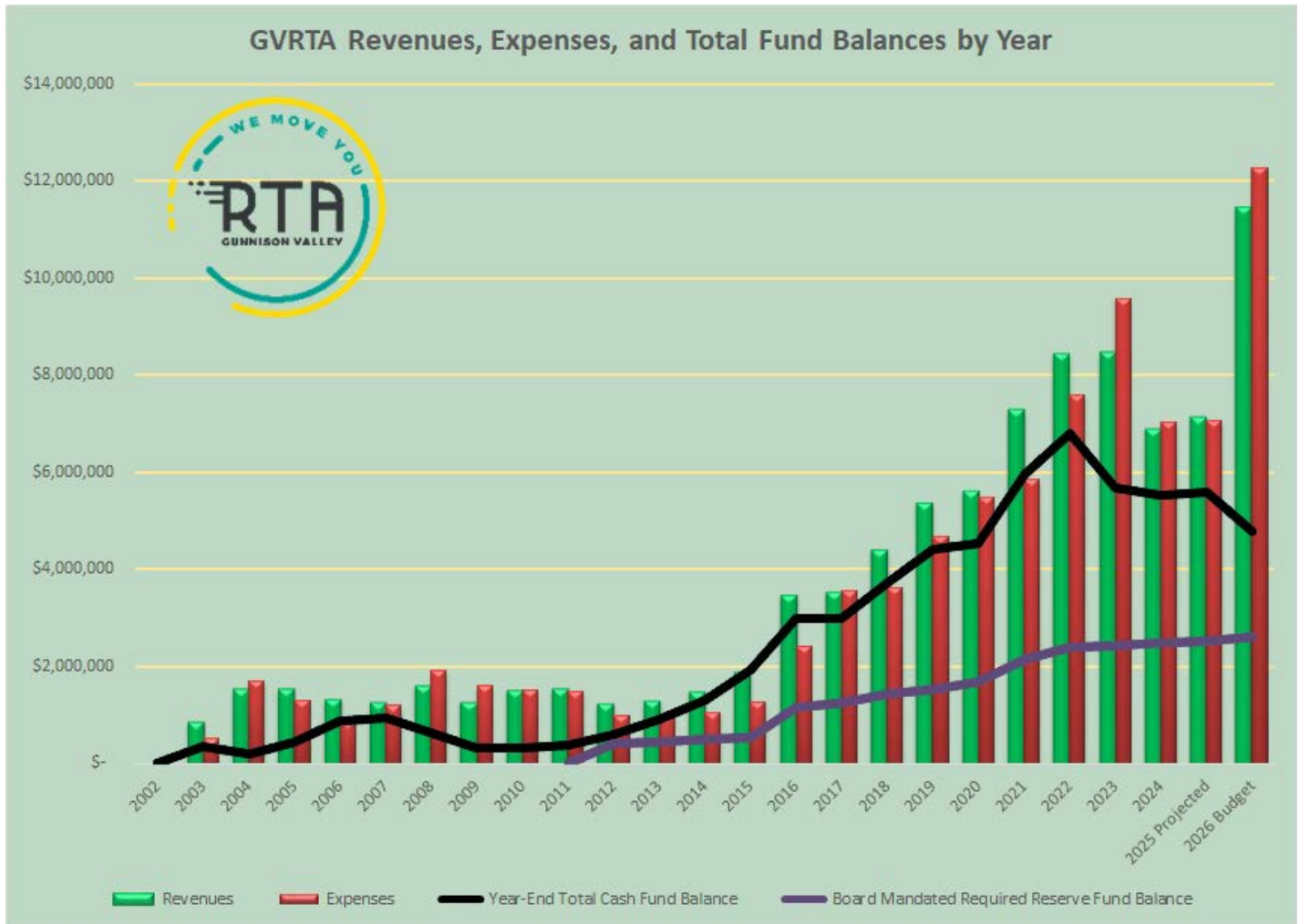
GVRTA Capital Reserve Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	\$ 1,313,636	\$ 727,970	\$ 728,893	\$ 356,350
Revenues:				
5339 - C Federal Section 5339(a) CCCP G-1046			\$ -	\$ 1,426,924
Federal Section 5339(b) Disc. G-1047		\$ 1,516,108		\$ 1,516,108
State SB267 Grant for Facility G-3587		\$ 1,000,000	\$ 100,000	\$ 900,000
CTE Grants for expansion of service G-1045				\$ 450,000
Sales Tax Revenues	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,050,000
Capital Fund Revenues	\$ 500,000	\$ 3,016,108	\$ 600,000	\$ 5,343,032
Expenditures:				
5339 - C Bus Purchases - G1046	\$ -	\$ 1,783,667	\$ -	\$ 1,783,655
Bus Purchases - G-1047				\$ 1,783,656
CTE - C Expansion Grant (purchase of two small buses) G-1045				\$ 680,000
Bus Purchases (local)	\$ -	\$ 891,833	\$ 870,412	\$ -
SB-267 Facility Purchases / Design / Construction G-3587	\$ 110,043	\$ 1,000,000	\$ 100,000	\$ 1,400,000
Housing/Land Purchases	\$ 812,623	\$ -	\$ 2,131	\$ -
Capital Improvements	\$ 162,077	\$ -	\$ -	\$ -
Capital Fund Expenditures	\$ 1,084,743	\$ 3,675,500	\$ 972,543	\$ 5,647,311
Ending Fund Balance	\$ 728,893	\$ 68,578	\$ 356,350	\$ 52,071
GVRTA Air Command Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	\$ 2,200,398	\$ 1,980,944	\$ 1,981,155	\$ 1,990,257
Revenues:				
Sales Tax Revenues	\$ 450,000	\$ 750,000	\$ 575,000	\$ 650,000
SCASD Grant (possible \$154,002 - goes to county)	\$ -	\$ -	\$ -	\$ -
RTA Air Command Fund Revenues	\$ 450,000	\$ 750,000	\$ 575,000	\$ 650,000
Expenditures:				
Airline Guarantees - Winter (IAH)	\$ 521,954	\$ 582,206	\$ 405,898	\$ 204,352
Professional Services - Tomcich	\$ 99,289	\$ 106,000	\$ 106,000	\$ 111,000
Airline Mechanic Subsidy to Gunnison County	\$ 48,000	\$ 50,000	\$ 54,000	\$ 60,000
Airline Guarantees - ORD (possible change to \$154,002 if 50%)	\$ -	\$ -	\$ -	\$ 308,004
RTA Air Command Fund Expenditures	\$ 669,243	\$ 738,206	\$ 565,898	\$ 683,356
Ending Fund Balance	\$ 1,981,155	\$ 1,992,738	\$ 1,990,257	\$ 1,956,901
GVRTA Senior Transportation Fund 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	\$ 437,390	\$ 356,611	\$ 397,246	\$ 396,246
Revenues:				
Sales Tax Revenues	\$ 433,000	\$ 446,000	\$ 446,000	\$ 464,000
Senior Transportation Fund Revenues	\$ 433,000	\$ 446,000	\$ 446,000	\$ 464,000
Expenditures:				
Capital Expenses	\$ 91,987	\$ -	\$ 22,000	
Contracted Services	\$ 381,157	\$ 420,000	\$ 425,000	\$ 450,000
Senior Transportation Fund Expenditures	\$ 473,144	\$ 420,000	\$ 447,000	\$ 450,000
Ending Fund Balance	\$ 397,246	\$ 382,611	\$ 396,246	\$ 410,246
GVRTA Total Revenues and Expenditures 2026 Budget	2024 Actual	2025 Budget	2025 Projected	2026 Budget
Beginning Fund Balance	\$ 5,684,342	\$ 5,274,692	\$ 5,530,985	\$ 5,595,526
Revenues:	\$ 6,872,486	\$ 9,388,108	\$ 7,124,108	\$ 11,459,632
Expenditures:	\$ 7,025,843	\$ 9,977,882	\$ 7,059,567	\$ 12,255,272
Ending Fund Balance	\$ 5,530,985	\$ 4,684,918	\$ 5,595,526	\$ 4,799,886
GVRTA Summary of all Funds 2026 Budget	Year End 2024 Actual	Year End 2025 Budget	Year End 2025 Projected	Year End 2026 Budget
Fund Balances				
Unrestricted General Fund Balance	\$ 2,423,691	\$ 2,240,991	\$ 2,852,673	\$ 2,380,668
Capital Reserve Fund Balance	\$ 728,893	\$ 68,578	\$ 356,350	\$ 52,071
Air Command Fund Balance	\$ 1,981,155	\$ 1,992,738	\$ 1,990,257	\$ 1,956,901
Senior Transportation Fund Balance	\$ 397,246	\$ 382,611	\$ 396,246	\$ 410,246
Total Fund Balance	\$ 5,530,985	\$ 4,684,918	\$ 5,595,526	\$ 4,799,886



Gunnison Valley Transportation Authority 2026 Budget



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



Cost of buildings and facilities over time

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



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

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

By using this financial plan in budget development, we will better understand and communicate the GVRTA's financial challenges and opportunities, better understand the trade-offs necessary to achieve financial balance, and assist in making financially sustainable decisions during the budget process.

The GVRTA is in a sound financial position. Sales tax revenue collections continue to be sustainable and we have received numerous grants for capital, transit operations and air service. In addition, fund balances are at levels which can help to sustain the GVRTA in the event of an economic downturn. We have also been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

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

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

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

The Air Command Fund is planned to maintain a stable fund balance in order to be available to add new air service to the valley when appropriate. The Air Command fund balance is likely to increase beyond planned amounts because individual flight programs often perform so that maximum payments under MRG contracts are not necessary.

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles as needed in the future.



Sales Tax Revenues:



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

Gunnison Valley Transportation Authority DRAFT Five-Year Financial Plan	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Sales Tax Revenues	\$ 6,289,000	\$ 6,335,388	\$ 6,525,000	\$ 6,721,000	\$ 6,923,000	\$ 7,131,000	\$ 7,345,000
Transfers							
Sales Tax to General Fund	\$ 4,593,000	\$ 4,814,388	\$ 4,366,000	\$ 4,598,000	\$ 4,786,000	\$ 5,579,000	\$ 5,778,000
Sales Tax to Capital Reserve Fund	\$ 500,000	\$ 500,000	\$ 1,050,000	\$ 900,000	\$ 900,000	\$ 300,000	\$ 300,000
Sales Tax to Air Command Fund	\$ 750,000	\$ 575,000	\$ 650,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Sales Tax to Senior Transportation Fund	\$ 446,000	\$ 446,000	\$ 459,000	\$ 473,000	\$ 487,000	\$ 502,000	\$ 517,000
Total Transfers	\$ 6,289,000	\$ 6,335,388	\$ 6,525,000	\$ 6,721,000	\$ 6,923,000	\$ 7,131,000	\$ 7,345,000

Notes on sales tax revenues and transfers:

Sales tax is projected to increase 3% per year

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

Transfers to the Air Command Fund are set at \$750,000 per year beginning in 2027

Transfers to the Senior Transportation Fund are set at \$459,000 in 2026 and increased by 3% per year

Transfers to the General Fund are the remainder of sales tax revenues after other transfers

GVRTA - General Fund DRAFT Five-Year Financial Plan		2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning General Fund Balance		\$ 2,209,167	\$ 2,423,691	\$ 2,862,461	\$ 2,371,056	\$ 1,940,156	\$ 1,466,656	\$ 1,644,656
Revenues:								
Sales Tax Revenues		\$ 4,593,000	\$ 4,814,388	\$ 4,366,000	\$ 4,598,000	\$ 4,786,000	\$ 5,579,000	\$ 5,778,000
Sales Tax - Clerk		\$ 37,000	\$ 53,000	\$ 40,000	\$ 41,000	\$ 42,000	\$ 43,000	\$ 44,000
Interest Charges		\$ 1,000	\$ 1,100	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Other Fines		\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Rental Income		\$ 70,600	\$ 92,000	\$ 97,200	\$ 97,200	\$ 97,200	\$ 97,200	\$ 97,200
Earnings on Investments		\$ 80,000	\$ 157,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
CTE - A&O CTE Expansion Grant for operations				\$ -	\$ 316,000	\$ 600,000	\$ 600,000	\$ 600,000
5311 A & O FTA 5311 Admin. & Operating Grant		\$ 367,000	\$ 367,008	\$ 378,000	\$ 389,300	\$ 401,000	\$ 413,000	\$ 425,400
Total Revenues		\$ 5,149,600	\$ 5,485,496	\$ 4,983,200	\$ 5,543,500	\$ 6,028,200	\$ 6,834,200	\$ 7,046,600
Expenditures:								
Postage		\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
Equipment Under \$4,000		\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
Building Repair and Maintenance		\$ 30,000	\$ 30,000	\$ 40,000	\$ 42,000	\$ 44,000	\$ 46,000	\$ 48,000
Travel - Transportation		\$ 4,000	\$ 4,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
Travel - Meals		\$ 3,000	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Travel - Lodging		\$ 3,000	\$ 3,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Legal Services		\$ 8,000	\$ 30,000	\$ 10,000	\$ 10,500	\$ 11,000	\$ 12,000	\$ 13,000
Contracted Temporary Help - Marcy & RAE		\$ 58,000	\$ 8,000	\$ 58,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
Contract Svcs - Morrison, Swiftly, etc.		\$ 82,000	\$ 83,000	\$ 85,000	\$ 89,000	\$ 93,000	\$ 98,000	\$ 103,000
Management Services		\$ 101,238	\$ 101,238	\$ 107,500	\$ 111,800	\$ 116,300	\$ 121,000	\$ 127,100
Meetings - Registrations		\$ 2,000	\$ 1,950	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
State Fees		\$ 30,000	\$ 28,000	\$ 30,000	\$ 31,000	\$ 32,000	\$ 33,000	\$ 34,000
Treasurer's Fees		\$ 77,000	\$ 70,000	\$ 77,000	\$ 79,000	\$ 81,000	\$ 83,000	\$ 85,000
Late Night Taxi and Bustang Services		\$ 100,000	\$ 100,000	\$ 136,000	\$ 138,000	\$ 142,000	\$ 146,000	\$ 150,000
Advertising, Notices, Public Outreach & Website		\$ 18,000	\$ 18,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Dues & Memberships (CASTA & POAs)		\$ 25,000	\$ 25,000	\$ 33,000	\$ 34,000	\$ 35,000	\$ 36,100	\$ 37,200
Auditing		\$ 13,500	\$ 13,500	\$ 13,905	\$ 12,000	\$ 15,000	\$ 15,000	\$ 15,000
Insurance & Bonds		\$ 22,000	\$ 22,000	\$ 25,000	\$ 25,000	\$ 28,000	\$ 29,000	\$ 30,000
Utilities		\$ 10,000	\$ 5,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Investment Commissions/Fees		\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
Transfer to County General Fund		\$ 14,000	\$ 14,000	\$ 14,500	\$ 14,900	\$ 15,300	\$ 15,800	\$ 16,300
5311 - A Management Services		\$ 101,238	\$ 101,238	\$ 107,500	\$ 111,800	\$ 116,300	\$ 121,000	\$ 127,100
5311 - A Bus Operations Manager - Ecovatus		\$ 78,000	\$ 78,000	\$ 81,000	\$ 84,200	\$ 87,600	\$ 91,100	\$ 95,700
5311 & CTE - O Diesel Fuel		\$ 120,000	\$ 105,000	\$ 125,000	\$ 228,000	\$ 294,000	\$ 320,000	\$ 340,000
5311 & CTE - O CNG Fuel		\$ 400,000	\$ 385,000	\$ 420,000	\$ 400,000	\$ 400,000	\$ 375,000	\$ 350,000
5311 & CTE - O Repair & Maintenance - Vehicles		\$ 640,000	\$ 640,000	\$ 673,000	\$ 768,000	\$ 850,000	\$ 850,000	\$ 850,000
5311 & CTE - O Purchased Transportation Services		\$ 3,200,000	\$ 3,200,000	\$ 3,400,000	\$ 3,749,000	\$ 4,095,000	\$ 4,218,000	\$ 4,345,000
A&O Subtotal of 5311 & CTE Grant Activities		\$ 4,539,238	\$ 4,509,238	\$ 4,806,500	\$ 5,341,000	\$ 5,842,900	\$ 5,975,100	\$ 6,107,800
Total Expenditures		\$ 5,144,176	\$ 5,073,126	\$ 5,474,605	\$ 5,974,400	\$ 6,501,700	\$ 6,656,200	\$ 6,812,600
Ending General Fund Balance		\$ 2,214,591	\$ 2,836,061	\$ 2,371,056	\$ 1,940,156	\$ 1,466,656	\$ 1,644,656	\$ 1,878,656



Notes on the General Fund:

- Sales tax equals total sales tax revenues less transfers to other funds
- 5311 A&O grant is projected to grow slightly over the period
- 5311 A&O grant activities are the eligible expenses included in applications for grant contracts with CDOT
- Bus service is planned at 41 round-trips in the winter and 33 in the spring, summer, and fall in 2025 and 2026
 - service expands to 41 round-trips year round in 2027
 - service expands to 53 trips in winter and 41 round trips in spring, summer, and fall in 2028
- Contract with Destination Systems increases based upon CPI and is projected at 3% per year
- Fuel costs increase at 3% per year
- Other items are either flat or increase nominally

GVRTA Capital Reserve Fund DRAFT Five-Year Financial Plan		2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning Fund Balance		\$ 727,970	\$ 728,893	\$ 356,350	\$ 52,071	\$ 263,351	\$ 284,611	\$ 389,551
Revenues:								
	State and Federal Capital Grants	\$ 2,516,108	\$ 100,000	\$ 3,843,032	\$ 1,470,880	\$ 1,514,960	\$ 780,240	\$ 803,680
	CTE Grants for capital			\$ 450,000	\$ 284,000			
	Sales Tax Revenues	\$ 500,000	\$ 500,000	\$ 1,050,000	\$ 900,000	\$ 900,000	\$ 300,000	\$ 300,000
Capital Fund Revenues		\$ 3,016,108	\$ 600,000	\$ 5,343,032	\$ 2,654,880	\$ 2,414,960	\$ 1,080,240	\$ 1,103,680
Expenditures:								
	Bus Purchases - 5339(a) grants	\$ 1,783,667	\$ -	\$ 1,783,655	\$ 1,838,600	\$ 1,893,700	\$ 975,300	\$ 1,004,600
	Bus Purchases - 5339(b) grants			\$ 1,783,656				
	Bus Purchases (small buses) - CTE grants			\$ 680,000	\$ 355,000			
	Bus Purchases (local)	\$ 891,833	\$ 870,412					
	Facility Purchases / Design / Construction	\$ 1,000,000	\$ 100,000	\$ 1,400,000				
	Housing / Land Purchase	\$ -	\$ 2,131	\$ -				
	Capital Improvements	\$ -	\$ -	\$ -	\$ 250,000	\$ 500,000		
Capital Fund Expenditures		\$ 3,675,500	\$ 972,543	\$ 5,647,311	\$ 2,443,600	\$ 2,393,700	\$ 975,300	\$ 1,004,600
Ending Fund Balance		\$ 68,578	\$ 356,350	\$ 52,071	\$ 263,351	\$ 284,611	\$ 389,551	\$ 488,631

Notes on the Capital Reserve Fund:

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

Improvements include:

2025 - Purchase new bus with local funds	\$ 870,412	(Ordered... local funds... expected delivery 12/25)
2025 - Design of Gunnison transit facility (with state grant)	\$ 100,000	(Awaiting scope of work and grant contract)
2026 - Purchase of two large buses with Section 5339(a) Grant (awarded)	\$ 1,783,655	(Ordered ... Grant contract executed... expected delivery 1/26)
2026 - Purchase of two large buses with Section 5339(b) Grant (awarded)	\$ 1,783,655	(Ordered ... Grant contract executed... expected delivery 3/26)
2026 - Construction of Gunnison transit facility at Safeway Lot w/ state grant	\$ 1,400,000	(Awaiting scope of work and grant contract)
2026 - Purchase two small buses with CTE grant funding	\$ 680,000	(Awarded - awaiting grant contract)
2027 - Upgrade Rec Center and Virginia bus stops	\$ 100,000	(Local funding)
2027 - Construction of additional flag bus stop at POA in CB South	\$ 150,000	(Local funding)
2027 - Purchase two large buses* - dependent upon receiving a grant award of	\$ 1,470,880	
2027 - Purchase one small bus with CTE grant funding	\$ 355,000	(Included in 2026-2027 CTE grant application)
2028 - Construction of Park & Ride - Brush Creek	\$ 500,000	(Local funding)
2028 - Purchase two large buses* - dependent upon receiving a grant award of	\$ 1,514,960	
2029 - Purchase one large bus* - dependent upon receiving a grant award of	\$ 780,240	
2030 - Purchase one large bus* - dependent upon receiving a grant award of	\$ 803,680	

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

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

Notes on the Air Command Fund:

Transfers to the Air Command Fund are set at \$750,000 per year beginning in 2027

Houston Winter MRG expenditures are set at \$250,000 each year

SCASD grant MRG expenditures for new Chicago service assume the start of the program in 2026 with the grant being use up by the end of 2028

The Air Command Fund Balance could increase beyond projections (assuming full MRG payments are not necessary)

Increased Fund Balances can be used to expand to other markets in the future

The Air Command will continue to make recommendations regarding future contracts

The Air Command fund is very difficult to plan this far out

GVRTA Senior Transportation Fund DRAFT Five-Year Financial Plan		2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning Fund Balance		\$ 356,611	\$ 397,246	\$ 396,246	\$ 410,246	\$ 419,246	\$ 288,246	\$ 298,246
Revenues:								
	Sales Tax Revenues	\$ 446,000	\$ 446,000	\$ 464,000	\$ 473,000	\$ 487,000	\$ 502,000	\$ 517,000
Senior Transportation Fund Revenues		\$ 446,000	\$ 446,000	\$ 464,000	\$ 473,000	\$ 487,000	\$ 502,000	\$ 517,000
Expenditures:								
	Capital Expenses	\$ -	\$ 22,000	\$ -		\$ 140,000		
	Contracted Services	\$ 420,000	\$ 425,000	\$ 450,000	\$ 464,000	\$ 478,000	\$ 492,000	\$ 507,000
Senior Transportation Fund Expenditures		\$ 420,000	\$ 447,000	\$ 450,000	\$ 464,000	\$ 618,000	\$ 492,000	\$ 507,000
Ending Fund Balance		\$ 382,611	\$ 396,246	\$ 410,246	\$ 419,246	\$ 288,246	\$ 298,246	\$ 308,246

Notes on the Senior Transportation Fund:

Transfers to the Senior Transportation Fund are set at \$459,000 in 2026 and increase by 3% per year

Contracted expenses increase by 3% per year

Capital expense includes Gunnison bus/van purchases in 2028



RTA Total Revenues and Expenditures DRAFT Five-Year Financial Plan	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
Beginning Fund Balance	\$ 5,274,692	\$ 5,530,985	\$ 5,605,314	\$ 4,790,274	\$ 4,684,654	\$ 4,221,414	\$ 4,429,354
Revenues:	\$ 9,361,708	\$ 7,106,496	\$ 11,440,232	\$ 9,421,380	\$ 9,680,160	\$ 9,166,440	\$ 9,417,280
Expenditures:	\$ 9,977,882	\$ 7,058,567	\$ 12,255,272	\$ 9,527,000	\$ 10,143,400	\$ 8,958,500	\$ 9,164,200
Ending Fund Balance	\$ 4,658,518	\$ 5,578,914	\$ 4,790,274	\$ 4,684,654	\$ 4,221,414	\$ 4,429,354	\$ 4,682,434

RTA Summary of all Funds DRAFT Five-Year Financial Plan Fund Balances - Year End	2025 Budget	2025 Projected	2026 Budget	2027 Planned	2028 Planned	2029 Planned	2030 Planned
General Fund Balance	\$ 2,214,591	\$ 2,836,061	\$ 2,371,056	\$ 1,940,156	\$ 1,466,656	\$ 1,644,656	\$ 1,878,656
Capital Reserve Fund Balance	\$ 68,578	\$ 356,350	\$ 52,071	\$ 263,351	\$ 284,611	\$ 389,551	\$ 488,631
Air Command Fund Balance	\$ 1,992,738	\$ 1,990,257	\$ 1,956,901	\$ 2,061,901	\$ 2,181,901	\$ 2,096,901	\$ 2,006,901
Senior Transportation Fund Balance	\$ 382,611	\$ 396,246	\$ 410,246	\$ 419,246	\$ 288,246	\$ 298,246	\$ 308,246
Total Fund Balance	\$ 4,658,518	\$ 5,578,914	\$ 4,790,274	\$ 4,684,654	\$ 4,221,414	\$ 4,429,354	\$ 4,682,434

Notes on fund balances:

The Senior Transportation Fund must be kept whole

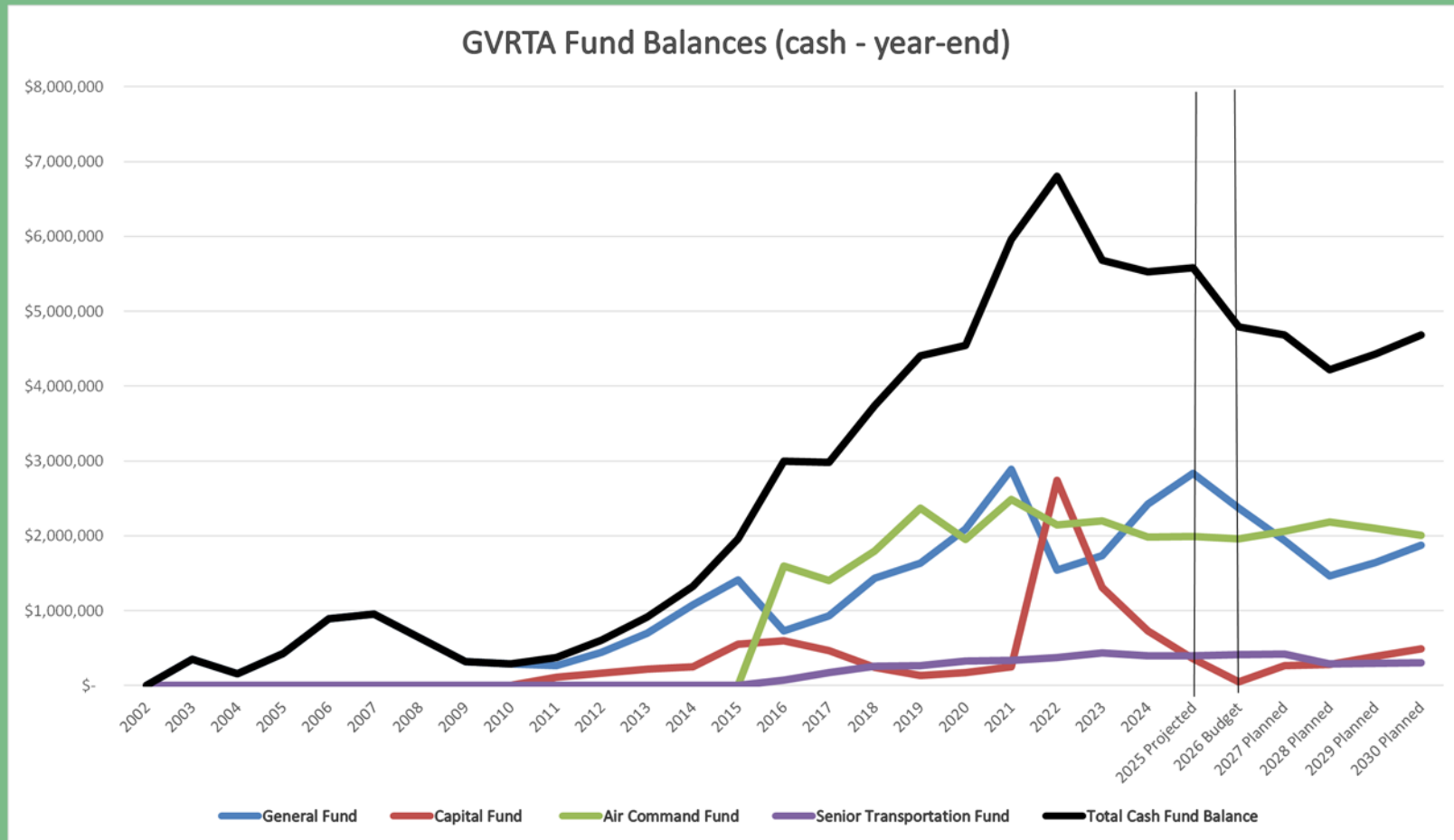
- Additional funds may be allocated to the Senior Transportation Fund, but transfers out of the Senior Transportation Fund are not allowed per the ballot language

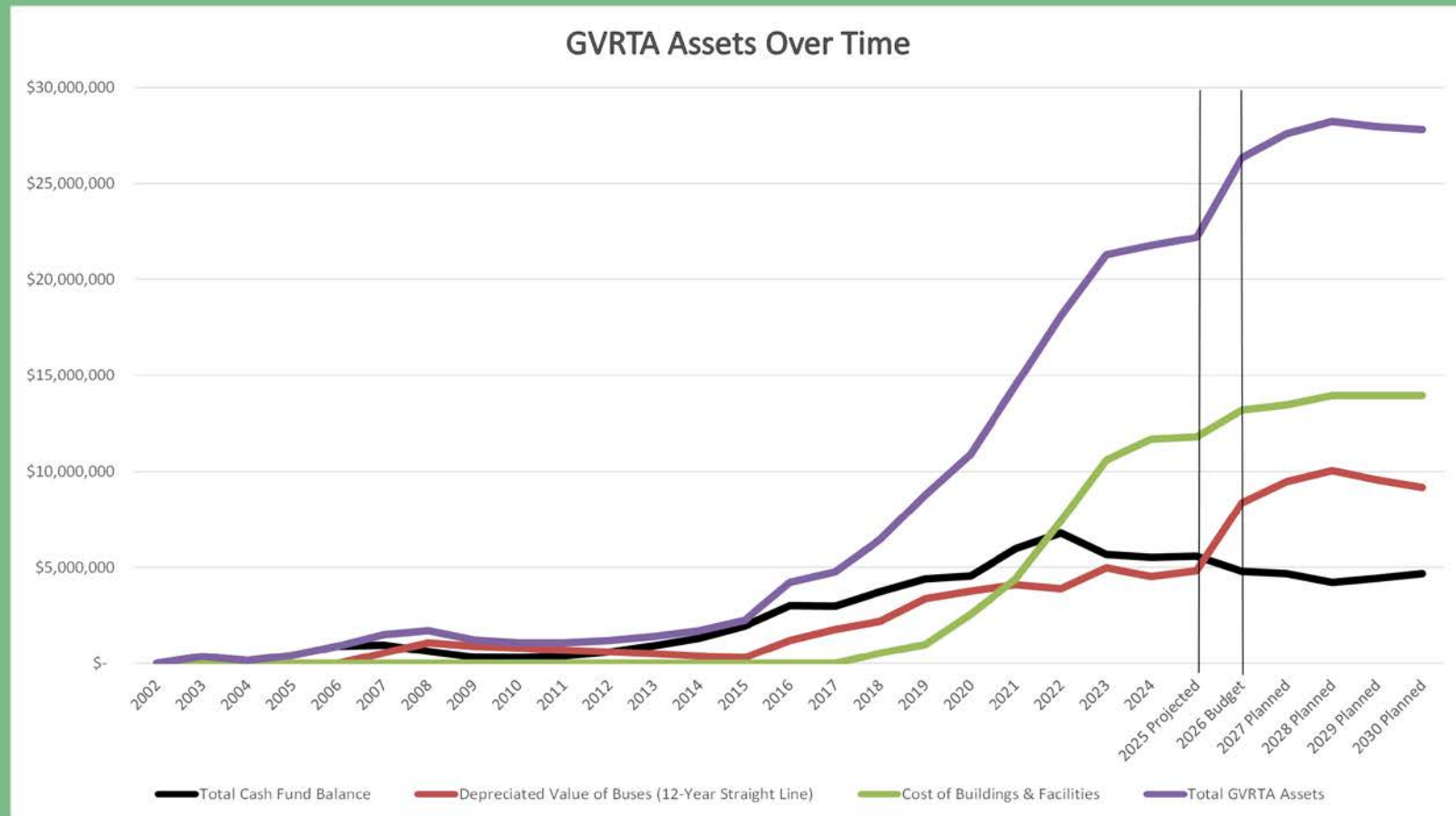
The Board of Directors may transfer funds between the other funds

The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

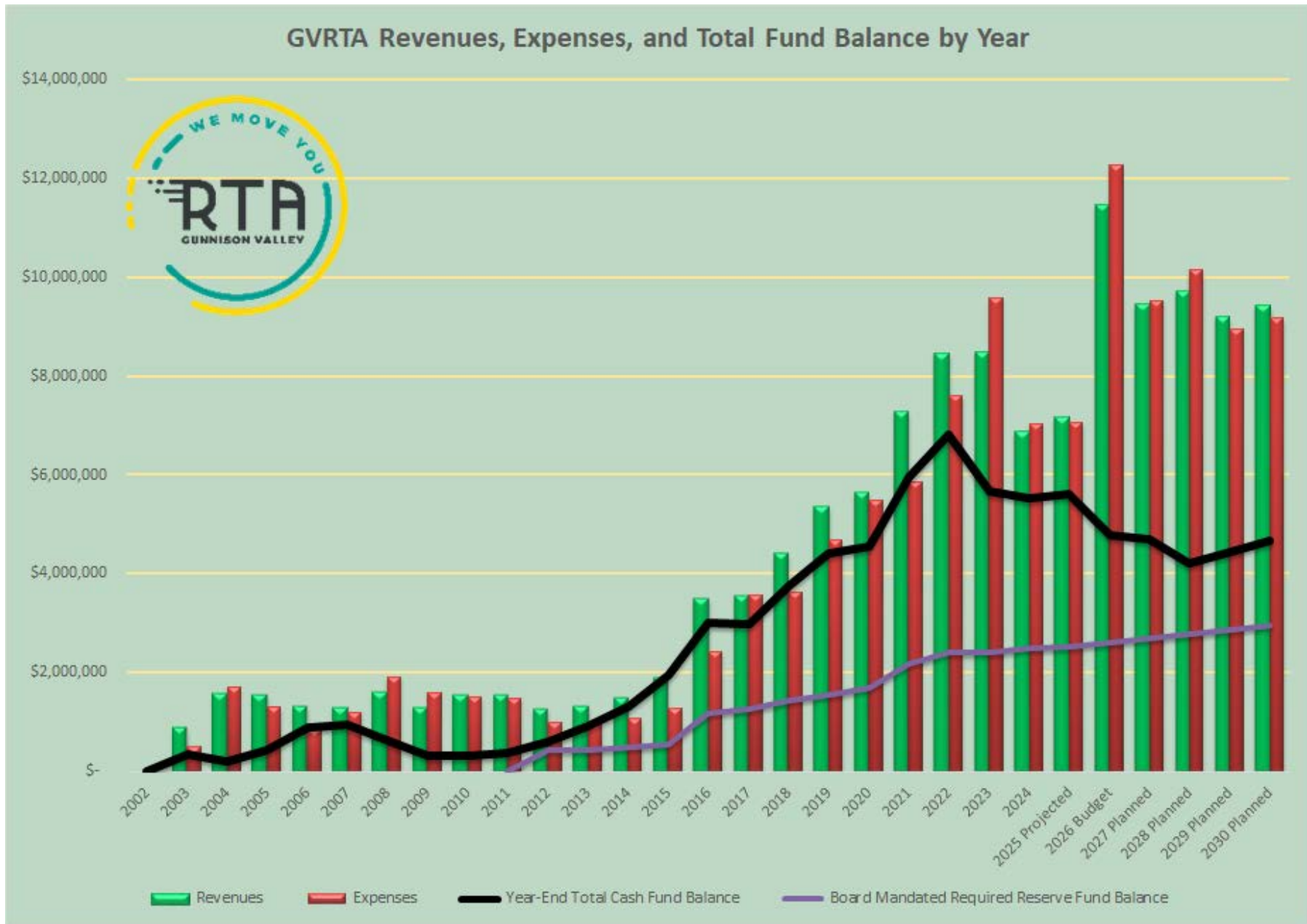
Projected sales tax revenue in 2026 requires that we maintain a total unrestricted fund balance of: \$ 2,610,000

Total unrestricted fund balance at end of 2026 is budgeted to be: \$ 4,380,028





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



Actual, Projected and Planned Costs of Buildings and Facilities

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



GVRTA Fleet Replacement Schedule

Larger MCI Commuter Coach Fleet (57 Passenger)

Bus Number	Fuel	Year Purchased	Funding Source	7/1/2025 Current Mileage	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Current fleet								
504	Deisel	2017	5311	698,589	2026	734,000	2028	754,000
505	Deisel	2017	Local	658,740	2026	694,000	2028	714,000
506	CNG	2017	Local/DOLA	538,805	2027	651,000	2029	671,000
503	CNG	2018	5339	512,980	2028	684,000	2029	694,000
502	CNG	2019	State	518,603	2028	690,000	2029	700,000
501	CNG	2019	5339	536,821	2028	708,000	2031	738,000
500	CNG	2020	5339/VW	388,731	2029	638,000	2031	658,000
507	CNG	2021	State	328,546	2030	644,000	2032	674,000
508	CNG	2023	5339	215,071	2030	680,000	2032	710,000
509	CNG	2023	5339	220,475	2031	680,000	2033	710,000
Awaiting delivery								
510	Deisel	2025	Local	-	2033	680,000	2035	710,000
511	Deisel	2026	5339	-	2034	680,000	2036	710,000
512	Deisel	2026	5339	-	2034	680,000	2036	710,000
513	Deisel	2026	5339	-	2035	680,000	2037	710,000
514	Deisel	2026	5339	-	2035	680,000	2037	710,000
Future projected purchases								
515	Deisel	2027	TBD	-	2036	680,000	2038	710,000
516	Deisel	2027	TBD	-	2036	680,000	2038	710,000
517	TBD	2028	TBD	-	2037	680,000	2039	710,000
518	TBD	2028	TBD	-	2037	680,000	2039	710,000
519	TBD	2030	TBD	-	2039	680,000	2041	710,000
520	TBD	2031	TBD	-	2040	680,000	2042	710,000

Smaller Cutaway Fleet (approx. 30 Passenger)

Bus Number	Fuel	Year Purchased	Funding Source	Current Mileage	Year transferred to spare fleet	Projected mileage at transfer	Retirement Year	Projected mileage at retirement
Future purchases								
551	Deisel	2026	CTE	-	2032	416,000	2034	446,000
552	Deisel	2026	CTE	-	2032	415,000	2034	445,000
553	Deisel	2027	CTE	-	2033	425,000	2035	455,000

Fleet Replacement Schedule

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



MEMO

September 26, 2025 Board Meeting Packet

To: GVRTA Board of Directors

From Scott Truex, Executive Director

Re: Contract with Truex Management Services, Inc.

Board Members,

The current contract between the GVRTA and Truex Management Services, Inc. ends at the end of this year and I would like to request a new contract for another four years.

I believe that the last four years have been exciting, challenging, and highly successful. I am very proud of the work that we have done and our ability to expand service to our community. We have come out of the pandemic financially and operationally stronger than we were before and are in a position to be able to continue to improve service to our community.

We have accomplished many things in the last four years, including the following highlights:

- Expanded our valley's air service to recent records in passengers using the airport.
- Been awarded \$9.5 million in grant funding.
- Increased our commuter bus service by 64% since 2021.
- Constructed the new bus storage facility at the Whetstone Industrial Park.
- Purchased nine deed-restricted housing units for employees.
- Upgraded our maintenance facility and purchased the lot across the alley.
- Upgraded seven of our bus stops.
- Purchased land for our new "enhanced bus stop and offices" and started the process of choosing a design team.
- Completed purchase of two new coaches and ordered five more.
- Provided between 12,000 and 15,000 passenger trips per year to seniors in our valley.
- Purchased two new vans for the senior program.
- Had clean financial audits and no major incidents during the entire period.

The past four years have been rewarding and fulfilling for me personally and professionally. I would appreciate the opportunity to continue working with you to complete the projects we have started and to continue to expand our services and create better transportation alternatives for our community.

I would like to request another four-year contract with the same terms as our last contract and an increase in the contract amount of 6.2% in 2026 from this year. I've also included an updated draft scope of work for my position on the next pages for discussion at the meeting.

We have included an executive session on the agenda in case you would like to discuss any negotiations with board members before making a decision.

Please let me know if you have any questions.

Thank you,
Scott Truex
Executive Director

EXHIBIT A – Position Description: Gunnison Valley RTA Executive Director

Responsibilities Overview

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

Requirements

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

Broad Responsibilities

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

Detailed Responsibilities

General Tasks

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

Administrative Duties

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

Communication Responsibilities

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

Contract Management

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

Financial Oversight

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

Grant Management

- Write and manage grant applications for federal and state funding.
- Ensure compliance with CDOT and FTA requirements.

- Submit monthly and quarterly reports.
- Research new grant opportunities.

Meeting Preparation

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

Planning and Policy Development

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

Regulatory and Legal Compliance

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

Essential Skills and Attributes

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

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