Roaring Fork Transportation Authority

2022 Budget

State of Colorado

Proposed Adoption date: December 9, 2021

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* The column titled CLBL is for easy reference to the Colorado Local Budget Law (CLBL) criteria. CLBL requirements are **underlined and in bold through out the document.**
** The column titled GFOA is for easy reference to the Government Finance Officer Association (GFOA) criteria. GFOA criteria are underlined throughout the document.

Introduction

This Budget Document reflects the Governmental Finance Officers Association (GFOA) Distinguished Budget Awards Program structure and criteria of high quality budget documents. Annually the Program recognizes high quality budget documents. The high quality budget structure contains the following categories:

- Policy Documentation;
- Financial Plan;
- Operations Guide;
- Communications Device.

GFOA Categories and criteria are explicitly identified and cross-referenced in the document.

The State of Colorado Financial Management Manual – A Guide for Colorado Local Governments also recommends that a budget document is formatted in the GFOA Budget structure (contains the four categories). Additional requirements by Colorado Local Budget Law are explicitly identified and cross-referenced in the document.

The GFOA presented a Distinguished Budget Presentation Award to the Roaring Fork Transportation Authority for the Annual Budget beginning **January 1, 2021.** This award is valid for a period of one year only. We believe our current 2022 budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Management presents the 2022 Roaring Fork Transportation Authority Budget formatted in accordance with the GFOA Budget Award Program categories and criteria.

Michael Yang, CPA
Budget Officer

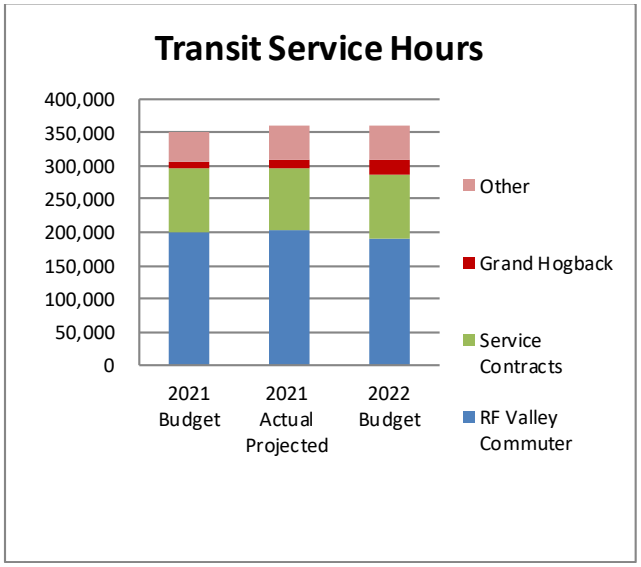
Message

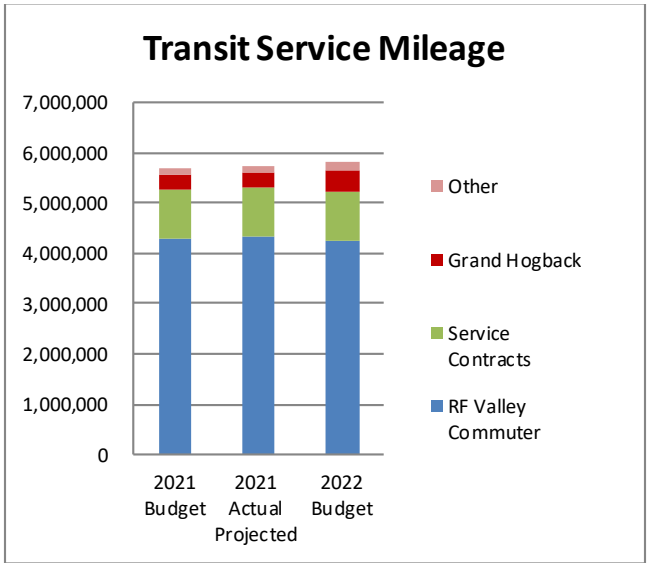
The Roaring Fork Transportation Authority (the Authority) has prepared the 2022 Annual Budget document as a means to communicate to the Public and the Authority Board (the Board) the issues considered in planning the use of limited resources to provide public transit and maintaining the Rio Grande Trail in the Roaring Fork Valley during the 2022 year.

Services to be delivered

- The Authority provides regional transit services in the Roaring Fork Valley (from Aspen to Glenwood Springs, Colorado) and in the I-70 Corridor (from Glenwood Springs to Rifle, Colorado). Additionally, the Authority owns a rail corridor in the Roaring Fork Valley and maintains the Rio Grande Trail for pedestrian, bike, and equestrian use.

- In 2022, the Transit Program will continue to provide the essential services needed in order to support the regional workforce and economy during the unprecedented COVID-19 pandemic that first affected the region in mid-March 2020. The Authority's transit services would typically move over 5 million passengers in a year. However, through October 2021, ridership has increased by approximately 21% when compared to through October 2020, which is primarily due to increases in demand and a change from 50% to 100% seated capacity in June 2022. The service plan assumes baseline service levels (pre-COVID-19) and will cover approximately 5.8 million miles within a 70-mile region, operating and maintaining approximately 100 large transit vehicles with approximately 380 employees during peak winter season.





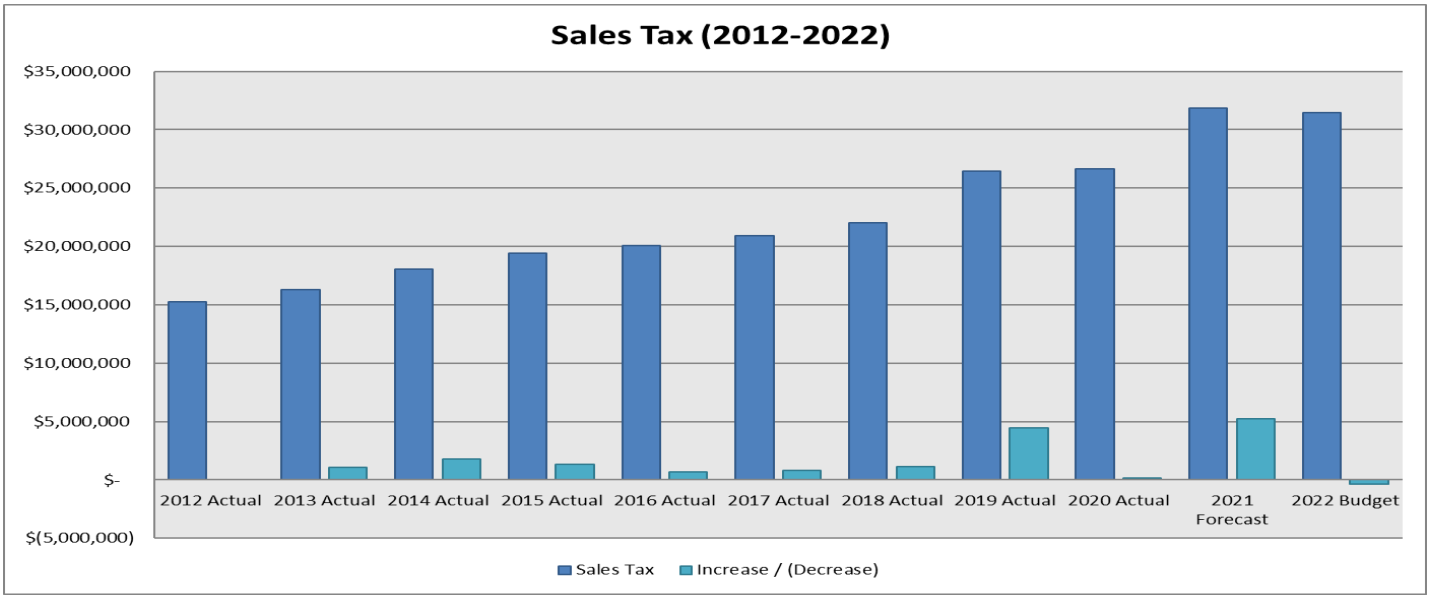
- The Trails Program maintains a 34-mile rail corridor and trail.

2022 Budget Initiatives and Priorities

- The 2022 Budget should be aligned with the Outcomes and Objectives identified in RFTA's Strategic Plan;
- The initial Budget is to be a balanced budget and, if possible, increase fund balance for future projects;
- Consider adjustments to transit services, if necessary, in order to avoid the use of fund balance;
- The budget should adhere to the financial reserve thresholds in accordance with current policy;
- Consult with the Authority's member jurisdictions to obtain their sales tax revenue estimates for the budget year.
- Consult with Pitkin, Eagle and Garfield County Assessors to obtain their preliminary and final assessed valuations of taxable property included in RFTA's district for the budget year.
- Develop the transit service plan, initially based upon status quo service levels with updates for seasonal date changes.
- Develop revenue estimates for service contracts, state and federal grant, and other local governmental contributions.
- Transit fare reductions approved provisionally by the RFTA Board at the October 2021 Board meeting were implemented on November 22, 2021 and will be considered again in March 2022. Any additional fare changes directed by the Board will be considered and implemented following a 30-day public comment period and a Public Hearing.
- Any new positions identified as a priority by Management will be incorporated into the budget.
- Capital grants will be strategically pursued to help fund capital items and projects and only those that are awarded will be included in the budget or presented in a supplemental budget appropriation over the course of the budget year.

Continuing Budget issues

- As the Authority's primary funding mechanism, Sales tax revenues can be volatile and growth can vary among our member jurisdictions. The Authority relies on each member jurisdiction's Finance Department's assumptions and trend analysis for estimate preparation. Staff consulted with each Finance Department to obtain their sales tax estimate for 2022. The impacts of the COVID-19 pandemic upon the economy and uncertainty on the duration of its impacts are evidenced by the information received. As a result, the 2022 sales tax forecast is a 1% reduction compared to the 2021 forecast.



- With respect to Property tax revenues for the 2021 tax year, with collections in 2022, the full 2.65 mill levy and a 7.15% residential assessment rate is assumed in the 2022 budget. The next reassessment year is for the 2023 tax year, with collections in 2024. Staff corresponded with the Assessors in Pitkin, Eagle, and Garfield Counties and obtained assessed valuations. As a result, the property tax revenue estimate is increased 8.5% as compared to the 2021 budget.

- Transit fuel prices are known to be volatile. For 2022, management continues to utilize fixed price transit diesel fuel contracts for a majority of its needs to manage the volatility normally associated with fuel prices. The estimated fuel price reflects a 6.6% increase in the weighted average price per diesel gallon. The Taxpayer Certainty and Disaster Tax Relief Act of 2020, enacted on December 27, 2020, extended the Alternative Fuel Credit through December 31, 2021. RFTA is eligible to submit claims to receive a credit of $0.50 per gas gallon equivalent of compressed natural gas (CNG) used in its Operations. At this time, there is no indication of legislation extending this tax benefit to 2022. Our current CNG pricing, without any alternative fuels credit, is assumed in our budget preparations.

Continuing Budget issues (continued)

- While the cost of health care continue to rise, RFTA's County Health Pool renewal rates reflect a 5% increase in health insurance premiums with no change to dental and vision premiums. During 2020, as part of its COVID-19 emergency response plan, the Authority started offering its seasonal workforce high-deductible health insurance, employee-only coverage. RFTA continued this benefit in 2021 and will continue to offer this benefit in 2022. After further review and analysis, RFTA will not make any changes to the employee contributions amounts to the various types of coverages of the plans offered.

- Historically, the high cost of living in the Roaring Fork Valley has challenged the Authority's ability to hire and retain qualified personnel. Management continues to review and refine RFTA's compensation package with respect to wages, incentive programs, and benefit enhancements, including employee housing, in order to remain competitive in the local job market. As part of the biennial compensation review, a market survey has been conducted in July for all positions, with the exception of bus operators (The Collective Bargaining Unit (CBU) comprised of full-time bus operators are subject to scheduled pay increases in accordance with their contract, which was recently renegotiated and approved by the RFTA board, effective July 1, 2021). In general, results of the compensation review indicate that the market average increased for almost all pay grades; however, not all grades moved at the same rate. Additional considerations were given for positions identified as mission critical or hard-to-recruit. Staff has discussed and reviewed the market survey results and recommends adjusting compensation accordingly in order to remain competitive with the market. At the October 2021 Board meeting, the RFTA Board approved to implement the recommended wage adjustments retroactively to July 2021 in order to remain competitive. Included in the 2022 budget are the CBU's scheduled pay increases in accordance with their contract and merit increases for non-CBU positions at employees' anniversary date.

- With the capital-intensive nature of the transit industry, management continues to develop funding strategies for short- and long-term capital needs. The funding strategy includes a combination of financing options, seeking out grant opportunities, pay-go using fund balance, seeking additional revenue, and reducing operating costs. The Destination 2040 Plan has secured additional funding through property tax revenues and increased bonding authority. Management has implemented service enhancements and continues with the design/planning efforts and construction for multiple capital projects. RFTA issued bonds in 2021 to fund the upcoming GMF Expansion Project (Phases 3, 4, 5, & 7), Grade Separated Pedestrian Crossings of Highway 82 and 27th Street, 27th Street Parking Expansion – Property Acquisition.

New Budget Issues:

- The COVID-19 global pandemic has disrupted consumer behaviors and supply chains which has resulted in inflationary pressures and an increase in the cost for materials, goods, and fuel. The mountain migration experienced in RFTA's service area as reported in June 2021 by the Northwest Colorado Council of Governments has further increased the lack of affordable housing available to sustain the level of full-time workforce needed. The national shortage of bus drivers and workers have further increased the ongoing challenges for RFTA with respect to its hiring needs. These factors are anticipated to have an impact on RFTA's 2022 budget.

- In 2020, RFTA had benefited from CARES Act (Phases 1 & 2) grant funds of $8.5 million, and in 2021, RFTA has benefited from CRRSAA and CARES Act Phase 3 grant funds of $19.5 million. These federal stimulus and relief programs are intended to support the continuance of RFTA's essential regional transit services throughout the COVID-19 pandemic and help offset additional costs incurred and also any revenue shortfalls experienced. These programs allow RFTA to seek reimbursement on eligible costs incurred since early 2020 through 2021. RFTA had drawn down on the initial $8.5 million in 2020 and anticipates to draw down on the entire $19.5 million by the end of 2021. These funds have freed up local revenues that has resulted in a surplus in 2020 and a surplus is also anticipated in 2021 both increasing RFTA's fund balance and reserves. The ongoing threat of the COVID-19 pandemic and its impacts are expected to continue. RFTA has a stronger fund balance and level of reserves that it can consider to utilize, as needed, to navigate through the uncertainty in the upcoming year while moving forward with prioritized strategic initiatives.

- The significance and duration of the overall impacts are difficult to reasonably estimate at this time. RFTA plans to continue its enhanced safety measures with respect to the continuation of personal protective equipment, disinfecting & fogging, and capabilities for virtual meetings and teleworking arrangements wherever applicable. Staff will assume 100% of seated capacity and baseline service levels (pre-COVID-19) for the upcoming year; however, staff will continue to monitor the conditions.

- The impacts created by the spread of COVID-19 have had a material economic impact within the RFTA service area. So far in 2021, as vaccinations increased, public health orders loosened up and businesses reopened, revenues have been improving. The timing of the recovery is based on several factors including public health safety measures and the consumption of goods and services. Through August collections, sales and use tax revenues have increased by approximately 27% compared to prior year actuals. Through September, regional transit fares have increased by 44% compared to prior year actuals primarily due to increases in demand and the change from 50% to 100% seated capacity in June. However, current year projections trail pre-COVID figures by about 35% or $1.6 million. The Maroon Bells Bus Tour has helped offset the shortfall in regional transit fares with current year projections exceeding pre-COVID figures by over 75% or $525,000. Staff will continue to maintain a conservative approach regarding these rates.

2022 Budget

New Budget Issues (continued):

- As illustrated in the chart below, in order to support the 2022 operating plan, approximately $576,000 of property tax revenues are planned to fill estimated fare revenue shortfalls, $5.7 million of property tax revenues are being used to fund the costs for Destination 2040 Plan Projects (net of lease proceeds or grants/contributions), and $2.6 million available is being used to fund strategic initiatives with a recommended use of fund balance of $1.6 million. The primary reason for using fund balance is due to RFTA's one-time contribution of $4 million to the City of Glenwood Springs for the South Bridge Project, included in the Destination 2040 Plan.

Destination 2040 Funding and Uses included in General Fund:		
		2022 Draft
Description (1,000's)		**Budget**
Net Property Tax Revenues	$	11,337
Less: Estimated Costs for Service Enhancements	$	(2,060)
Less: Estimated Debt Service for Capital Lease (bus)	$	(312)
Less: Estimated Debt Service for Series 2021A Bonds	$	(1,681)
Less: Estimated Net Costs for D2040 Projects	$	(5,710)
Less: Estimated Costs for Strategic Initiatives		(2,614)
Less: Amount used to offset estimated revenue shortfalls	$	(576)
Remaining Available Funds / (Use of Fund Balance)	**$**	**(1,616)**

Dan Blankenship
Chief Executive Officer

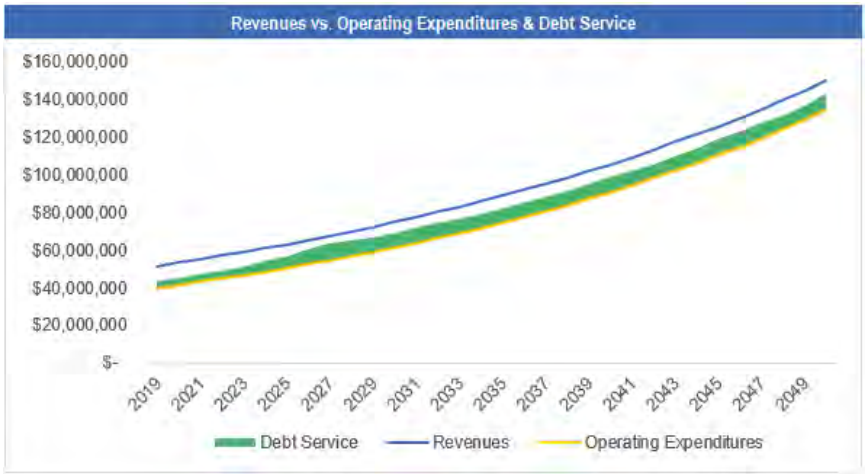
Policy Document

Overview of Financial Policies

Financial Planning

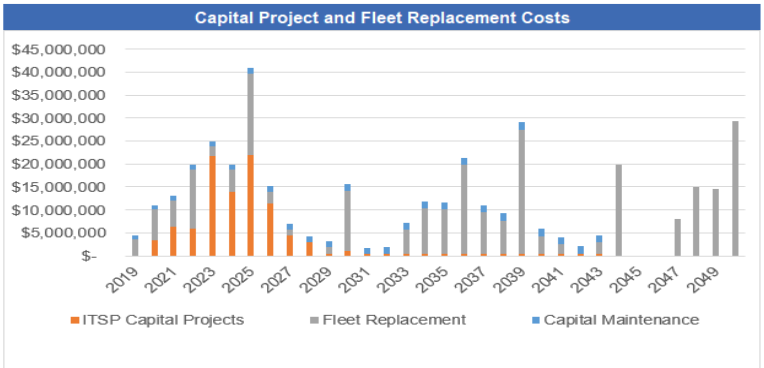
- *Balanced Budget*: Current year expenditures/expenses will be funded from current year forecasted sales and use tax, property tax, transit fares and other sources specifically identified to fund current operating expenditures/expenses. Other sources of funds must be confirmed or reasonably anticipated to be used for operating expenditures/expenses. Use of fund balance for current year expenditures/expenses will be explicitly approved by the Board;

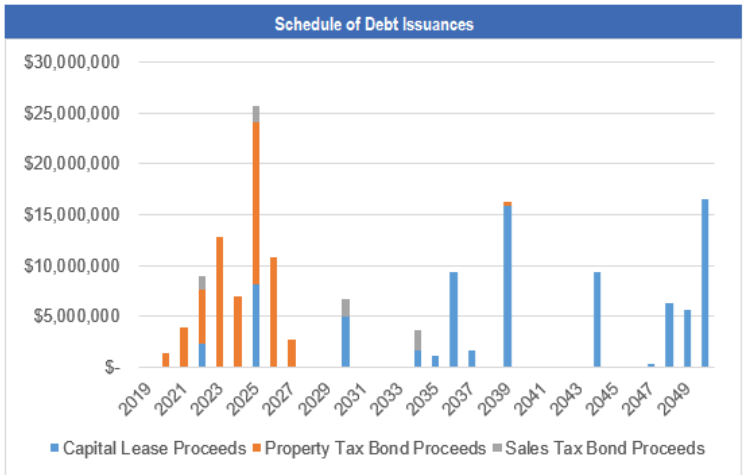
- *Long Range Planning* ***(Staff plans to update this section before submission to the GFOA)***: With the passage of ballot measure 7A at the November 6, 2018 general election, the Authority secured additional funding through property tax revenues from a 2.65 mill levy within its district and increased its bonding authority by up to $74.675 million. These new resources are intended to increase the Authority's ability to implement service enhancements and fund capital projects, including bus replacements, included in the RFTA Destination 2040 Plan for the next 20 years. The following charts were derived from the Authority's financial feasibility model prepared December 2018. Key assumptions include: average 3.5% sales tax revenue growth, property tax revenues from 2.65 mill levy with average 4% growth, residential assessment ratio of 6.11 in 2020, 25% of bus purchases are grant funded, certain capital projects receive grant funding, 3% construction inflation factor, 4.3% operations and maintenance inflation factor, and fleet replacement includes diesel, compressed natural gas, and electric buses.



Financial Planning continued…

- *Long Range Planning (continued)*





- *Capital purchases*: The useful life of a bus for operating purposes is 12 years and/or 500,000 miles. Refurbishing a bus can extend its operating life. Annually, Management will review the bus fleet based on the above criteria to determine required replacement. Trails capital expenditures/expenses will be incurred as funding is available. Capital assets are defined as assets with an initial cost of $5,000 or more and a minimum useful life of 3 years.

Basis of Budgeting

- The Authority Budget and Financial Statements are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting; Authority transit and trails activity is recorded in the General Fund of the government wide financial statements; additionally, the Authority accounts for service contracts, bus stop and park & ride activities as well as certain trails activities in Eagle County in each of its own Special Revenue funds; Bond Resolutions for Series 2012A, 2013B, 2019, and 2021 require capital projects funds and debt service funds for each bond and a reserve fund.

Basis of Budgeting continued…

- The modified accrual basis of accounting recognizes increases and decreases in financial resources only to the extent that they reflect near-term inflows or outflows of cash. Amounts are recognized as revenue when earned and collectable to pay liabilities of the current period or soon after; certain expenditures are recognized when payment is due.

Revenue

- *Revenue Diversification*: Funding is received primarily through dedicated sales and use tax, property tax, service contract revenue and transit fares. Revenue diversification is achieved by actively pursuing other financing sources each year such as local, state and federal grants;
- *Fees and Charges*: Annual sales tax forecast will be based on estimates received from the participating governmental entities. Additionally, annual review of Transit fares is performed for possible adjustment;
- *Use of one-time revenues/unpredictable revenues*: Financing sources (sources other than sales tax, service contract revenue or transit fares) should not be used to pay for current year operating expenditures unless specifically identified to fund operating expenditures/expenses by the contributor/grantor of the resource and the amount to be received is certain.

Expenditure/Expense Policies

- *Debt capacity, issuance and management*: By Colorado Law, the Authority cannot enter into any action creating a multiple fiscal year debt or other financial obligation unless first submitted to a vote of the registered electors residing within the boundaries of the Authority;
- However, the Law allows the Board to enter into installment or lease purchase contracts, subject to annual appropriation with the following limits:
  - for the purchase of property or capital equipment;
  - the term of any such contract may not extend over a period greater than the estimated useful life of the property or equipment;
- The Authority's Debt Management Policy establishes guidelines for the issuance and management of its debt, subject to and limited by the applicable provisions of State and Federal Law, with the following objectives:
  - Assure the timely delivery of and finance capital for projects in accordance with the priorities identified within RFTA's Budget or Capital Improvement Plan (CIP) annually approved by the Board;
  - Achieve the lowest cost of borrowing while identifying mitigation factors for any additional risk to RFTA;
  - Preserve future financial flexibility; and
  - Maintain strong credit ratings and good investor relations

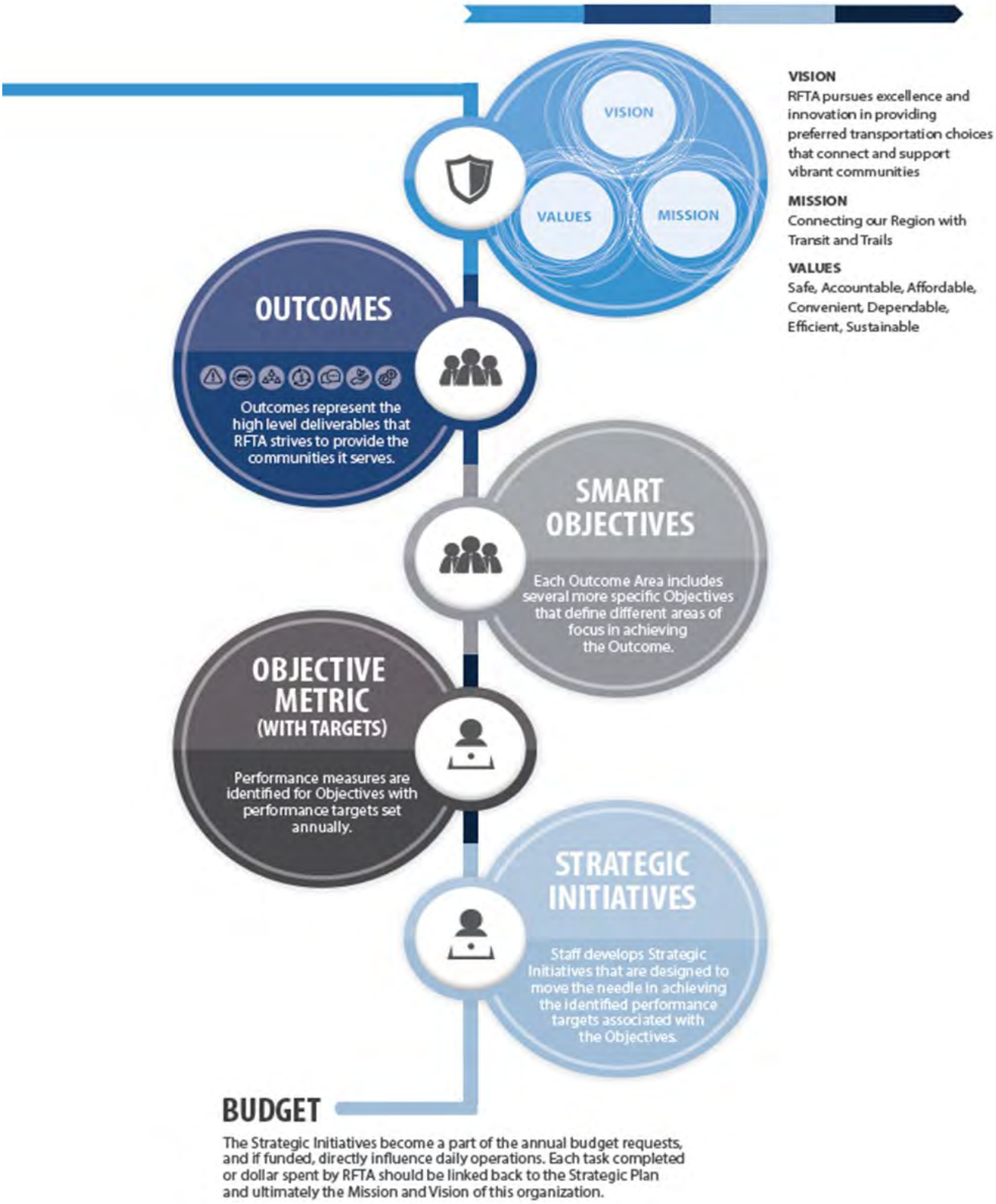
Expenditure/ Expense Policies continued…

- Operating/capital expenditure accountability: Review of actual expenditures to budget by department will be performed on a monthly basis taking action to bring the department expenditures within budget when necessary.

- *Reserve or stabilization accounts*: the Operating reserve requirement is at least an average of two months of budgeted General Fund Revenues to Operating Reserves or an average of 2 months of budgeted General Fund Expenditures) whichever is larger. Revenues include sales and use tax, property tax, service contracts, fares, operating grants and contributions. Expenditures include operation expenditures, operating expenditures allocated to service contracts and debt service. Additionally, capital reserves are committed based on Board requirements as to amount. Prior Board approval is required to use reserved funds, to not reserve funds in a given year or use fund balance when expenditures exceed revenues in a given year.

Non-financial goals and objectives

In September 2019, the Authority Board approved the 2020 Strategic Plan, which provides the framework to guide RFTA's decision-making, budgeting, and daily operations. The Strategic Plan identifies vision, mission, values, and outcomes to support this framework. Outcomes represent the high-level deliverables that RFTA strives to provide the communities it serves. Each outcome area include several more specific objectives that define different areas of focus in achieving the outcome. Performance measures are also identified for objectives with performance targets set annually. Strategic initiatives are developed to achieve these identified performance targets associated with the Objectives. The Strategic Initiatives become a part of the annual budget process. Each task completed is linked back to the Strategic Plan and ultimately the Mission and Values of the Roaring Fork Transportation Authority. The Strategic Initiatives funded in 2022 are included on page 29.


VISION
VALUES
MISSION
VISION
RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities
MISSION
Connecting our Region with Transit and Trails
VALUES
Safe, Accountable, Affordable, Convenient, Dependable, Efficient, Sustainable
OUTCOMES
Outcomes represent the high level deliverables that RFTA strives to provide the communities it serves.
SMART OBJECTIVES
Each Outcome Area includes several more specific Objectives that define different areas of focus in achieving the Outcome.
OBJECTIVE METRIC (WITH TARGETS)
Performance measures are identified for Objectives with performance targets set annually.
STRATEGIC INITIATIVES
Staff develops Strategic Initiatives that are designed to move the needle in achieving the identified performance targets associated with the Objectives.
BUDGET
The Strategic Initiatives become a part of the annual budget requests, and if funded, directly influence daily operations. Each task completed or dollar spent by RFTA should be linked back to the Strategic Plan and ultimately the Mission and Vision of this organization.

OUTCOME AREAS

The RFTA Board of Directors and Staff have agreed upon the following seven Outcome Areas: **Safe Customers, Workforce and General Public; Accessibility and Mobility; Sustainable Workforce; Financial Sustainability; Satisfied Customers; Environmental Sustainability; and High Performing Organization.** Each RFTA director/manager continuously assesses these themes and ties their departmental goals back to these guiding principles.

Organizational Outcome Areas:

1. <u>Safe Customers, Workforce, and General Public</u>

RFTA will ensure the safety of its workforce, customers, and general public through its safety first culture, systematic procedures, practices, and policies for managing risks and hazards.

Smart Objectives:

1. Customers are Safe at RFTA facilities and riding RFTA services.
2. The Public is safe and comfortable using the Rio Grande trail.
3. Maintain and promote a healthy and safe workforce
4. The general public has a positive perception of the safe of RFTA services.
5. Staff are well trained and safety focused.

2. <u>Accessibility and Mobility</u>

RFTA will provide accessible, effective, and easy to use mobility options that connect our region for all user types.

Smart Objectives:

1. Rio Grande Railroad Corridor/Rio Grande Trail is appropriately protected and utilized.
2. Trail and transit users move safely, quickly and efficiently.
3. Increase alternative mode splits throughout the region.
4. Provide increased first and last mile options for customers throughout service area.
5. Ensure accessibility for youth, low income, seniors and disabled populations.
6. Identify and reduce barriers to riding transit and accessing trails.
7. Provide convenient connections to key activity centers in service area.

3. <u>Sustainable Workforce</u>

RFTA will ensure organizational sustainability by enhancing its ability to continue to recruit and retain an engaged, well-trained, resilient professional workforce.

Smart Objectives:

1. Prioritize the hiring of local employees.
2. Provide competitive compensation and benefit packages.
3. Provide comfortable and affordable short-term and long-term housing solutions.
4. Find ways to reduce the strain of commuting long distances on the workforce.
5. Recognize and reward top performers.
6. Ensure organizational resilience through thoughtful succession planning and workforce development.
7. Find ways to increase employee engagement.
8. Provide employees with the tools, space and equipment to maximize efficiency and safety.

Organizational Outcome Areas continued…

4. <u>Financial Sustainability</u>

RFTA will ensure cost effective and responsible use of funding, maintain and monitor its short-term and long-term financial forecasts, seek funding partnerships and diversification of revenues.

Smart Objectives:

1. Ensure accurate budgeting and accounting.
2. Develop a capital planning prioritization process.
3. Preserve financial sustainability and maintain a structurally balanced long-range budget.
4. Pursue financing opportunities to deliver better service and complete future capital projects.
5. Optimize RFTA services and expenditures for more efficiency and/or costs savings.
6. Promote fair and open competition in contracting opportunities to ensure fair and reasonable pricing.
7. Monitor, evaluate and present new revenue sources.

5. <u>Satisfied Customers</u>

RFTA will strive to exceed customer expectations by providing modern, courteous, safe, convenient, highly reliable, dependable, comfortable, sustainable, cost efficient, and affordable transportation choices to our residents and visitors.

Smart Objectives:

1. Transit and trail experiences are enjoyable.
2. Transit services are affordable for all user types.
3. Leverage technology to enhance customer experience.
4. Provide easy, modern and reliable services.
5. Conduct triennial on-board passenger surveys.
6. Provide a centralized, user-friendly customer relationship management system
7. Provide clean and well maintained facilities, trails and equipment
8. Staff are well trained and customer focused.

Organizational Outcome Areas continued…

6. <u>Environmental Sustainability</u>

RFTA will research and implement innovative, environmentally sustainable practices in all areas of transit and trails management.

Smart Objectives:

1. Trail and transit users enjoy environmentally friendly equipment and facilities.
2. RFTA organization will strive for 100% renewable energy use.
3. Maximize energy efficiencies within RFTA organization with cost-effective solutions.
4. Provide alternative and innovative travel solutions to help slow the growth of vehicle miles traveled in region.
5. Advance renewable/sustainable projects without sacrificing our existing services and responsible budget.
6. Promote and support transit oriented land use patterns

7. <u>High Performing Organization</u>

With integrity, RFTA will deliver efficient, innovative, transparent, accountable, effective, and collaborative regional transportation services that reflect community values.

Smart Objectives:

1. Optimize the use of RFTA assets through capital improvement planning, preventative maintenance and asset management
2. Innovative technology will be leveraged to improve service and efficiency in all outcome areas
3. Proactively influence policy and legislative development at all levels of government regulation.
4. Actively engage the public about plans, projects and service changes.
5. Ensure appropriate transparency of all RFTA business.
6. Actively plan for business continuity and resilience in the event of crisis.
7. Continually seek ways to improve business process.
8. Conduct triennial community survey.

Performance Measures: Staff is currently working on developing performance measures and will plan to include them in future budget documents as they become available. Initial performance metrics include: Factored Ridership, On-time Performance, Fixed Route Passenger Injuries per 100,000 boardings, Fixed Route Preventable Collisions per 100,000 boardings, Total Reportable Injury Rate, Total Turnover Rate, Passenger Revenue Recovery Rate, Net Expense per Passenger, Operating Expense per Passenger, Operating Expense per Mile, and Operating Expense per Hour.

Strategic Initiatives included in the 2022 Budget

Strategic Initiative Project List - All Items	2022 Budget Estimate	Primary Outcome	Strategic Initiative Project List - All Items	2022 Budget Estimate	Primary Outcome
10 Replacement Buses	$ 6,155,500	Accessibility and Mobility	Active Shooter Training	$ 33,000	Safe Customer, Staff, and Public
South Bridge Project	$ 4,000,000	Accessibility and Mobility	Operations Vehicle Replacement	$ 32,500	Accessibility and Mobility
5 Expansion Buses	$ 3,077,800	Accessibility and Mobility	IT Vehicle Replacement	$ 32,400	Accessibility and Mobility
BEB On-route Charger (Net of Grant Funding)	$ 620,000	Environmental Sustainability	Lobbying and Outreach - Sustainable Strategies	$ 30,000	High Performing Organization
TOSV Mall Transit Station - RFTA Contribution	$ 500,000	Accessibility and Mobility	Virtual Desktops	$ 30,000	High Performing Organization
Four new radio consoles	$ 380,000	Sustainable Workforce	IT Vehicle Replacement	$ 30,000	Accessibility and Mobility
Three additional dispatchers and road supervisors	$ 354,000	Sustainable Workforce	2021 Ford Escape Hybrid	$ 29,600	Accessibility and Mobility
Maroon Creek Roundabout - Contribution	$ 300,000	Accessibility and Mobility	AMF Duct Cleaning	$ 29,300	High Performing Organization
4 Vehicle Replacements - Facilities Trucks	$ 205,100	Accessibility and Mobility	New Transit Connect Shuttle	$ 29,300	Accessibility and Mobility
2 Full-Time Trainers for Operations Training	$ 201,200	Safe Customer, Staff, and Public	Rio Grande Trail - 5 Bridge Inspections	$ 28,000	Safe Customer, Staff, and Public
Location Based Pretrip System and Module	$ 184,060	High Performing Organization	We-Cycle Bike Stations	$ 27,500	Accessibility and Mobility
Zero Emission Vehicle (ZEV) Roadmap	$ 150,000	Environmental Sustainability	USFS Maroon Bells Study	$ 25,000	High Performing Organization
Bus Stops (Basalt) - Contribution	$ 130,000	Accessibility and Mobility	Safety Incentives and Ergnonomics for All Employees	$ 25,000	Safe Customer, Staff, and Public
Bunker HVAC System	$ 100,000	High Performing Organization	Tree Removal From the Rio Grande Trail	$ 21,000	Safe Customer, Staff, and Public
RFTA Climate Action Plan	$ 100,000	Environmental Sustainability	Three Position Bike Racks for 2022 Buses	$ 20,000	Accessibility and Mobility
MOVE Study (Net Of Local Funding)	$ 75,000	Accessibility and Mobility	Equipment for 4 New Facilities Vehicles	$ 20,000	Accessibility and Mobility
AMF Floor Trench Drain Repair	$ 62,000	Safe Customer, Staff, and Public	OSHA 30 Hour Training for Veh. Maint. and Facilities Leads	$ 16,700	Safe Customer, Staff, and Public
One IT Hardware Technician (new job position)	$ 58,900	Sustainable Workforce	Bus Radio Programming	$ 15,000	Sustainable Workforce
One Systems Analyst (new job position)	$ 58,900	Sustainable Workforce	Pay raises for part-time CDL bus operators	$ 15,000	Sustainable Workforce
1 Customer Service Specialist	$ 54,100	Satisfied Customers	Liftgates for Vehicle Maintenance Service Trucks	$ 10,000	Safe Customer, Staff, and Public
Consulting Fees - HR and Payroll Processes	$ 51,000	High Performing Organization	Rail Salvage Project for the Glenwood Springs Area	$ 10,000	Accessibility and Mobility
Phase I - SH82 TSP Maintenance	$ 50,000	Accessibility and Mobility	Enhanced Dental Plan	$ 10,000	Sustainable Workforce
Triennial On-Board Survey	$ 45,000	Satisfied Customers	Paint Booth Panel - AMF	$ 8,800	High Performing Organization
Convert two Transit Service Technicians to Transit Mechanics	$ 43,000	Sustainable Workforce	Housing Arrival Kits	$ 5,000	Sustainable Workforce
One Accounting Tech I (new job position)	$ 42,000	Financial Sustainability	Recruiting Signing Bonuses	$ 5,000	Sustainable Workforce
Vertx Server (IT Equipment)	$ 40,000	High Performing Organization	Amend HRA plan to benefits package	$ 1,000	Sustainable Workforce
2022 Ford F350	$ 40,000	Accessibility and Mobility	Add Hearing care to HRA benefits package	$ 1,000	Sustainable Workforce
Barriers for 2022 Buses	$ 35,000	Safe Customer, Staff, and Public	Evaluate Advertising Strategy and Identify New Opportunities	$ -	Financial Sustainability
WE-cycle: 26 e-bikes (13 for Basalt and 13 for Aspen)	$ 34,500	Accessibility and Mobility	**Total**	**$ 17,687,160**	

Financial Plan

Fund and fund structure

The Authority Budget and Financial Statement are reported in accordance with generally accepted accounting principles on a modified accrual basis of accounting. All Funds are appropriated.

General Fund reports operating activity for regional Valley, Grand Hogback and miscellaneous Transit, Trails and Administrative Support services. Additionally, Capital and all Debt Service activity are reported in the General Fund, unless otherwise required by bond resolution.

Service Contract Special Revenue Fund reports revenue and operating activity for additional contracted transit services. These services are extra services provided in certain areas within the overall Authority service area. For a more detailed description of the Transit Services provided see the service description narrative and service area map in the statistical and supplemental information section.

Bus Stop and Park & Ride Special Revenue Fund reports vehicle registration fee revenue and bus stops and park & ride expenditure activity as required by State rural transit authority enabling legislation. Additionally, by resolution, Garfield County has dedicated certain development fees to construct bus shelter and park & ride improvements in unincorporated Garfield County.

Mid Valley Trails Special Revenue Fund reports activity for certain trails activities within Eagle County. As a condition of becoming a member of the Authority, Eagle County dedicated an existing ½ cent sales tax to the Authority. Part of the sales tax was dedicated to trails. In June of 2002 the Authority by resolution adopted the Eagle County Mid Valley Trails Committee. The Committee administers all aspects of appropriating the funds and the Authority provides accounting of the funds and other services as requested by the Committee.

Capital Projects Fund:

Series 2021 Capital Projects Fund reports expenditure activity of proceeds from the Series 2021 bond issuance related to the Glenwood Maintenance Facility (GMF) Maintenance Expansion Project (Phases 2, 3, 4, 5, and 7), the 27th Street Underpass Project, and the 27th Street Park and Ride Expansion Projection. These expenditures are certain and specific in accordance with Tax law as identified by Bond Counsel.

Debt Service Fund:

Series 2012A Debt Service Fund reports all principal and interest expenditures for the $6.65 million Qualified Energy Conservation Bond (QECB) issuance and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

Series 2013B Debt Service Fund reports all principal and interest expenditures for the $1.3 million QECB issuance and interest earned as required by resolution. The QECBs allow a Federal reimbursement for 70% of the Qualified Tax Credit Rate of the interest paid.

Series 2019 Debt Service Fund reports all principal and interest expenditures for the $24.5 million sales and use tax revenue refunding and improvement bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

Series 2021 Debt Service Fund reports all principal and interest expenditures for the $28.8 million sales and use tax revenue refunding and improvement bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

Reserve Fund reports all activity related to the required reserves for the Series 2012, Series 2013, Series 2019, and Series 2021 Bonds and interest earned as required by resolution.

Consolidated Financial Overview (in thousands)

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2022 Final Budget	%
Beginning fund balance (Budget)	**$ 68,700**	**$ -**	**$ 97**	**$ 195**	**$ 920**	**$ 69,912**	
Revenues:							
Sales and use tax	$ 31,882	$ -	$ -	$ 100	$ -	**$ 31,982**	48%
Property tax	$ 11,876	$ -	$ -	$ -	$ -	**$ 11,876**	18%
Service contracts	$ -	$ 14,514	$ -	$ -	$ -	**$ 14,514**	22%
Operating revenue	$ 3,724	$ -	$ -	$ -	$ -	**$ 3,724**	6%
Grant revenue - operating	$ 1,968	$ 30	$ -	$ -	$ -	**$ 1,998**	3%
Grant revenue - capital	$ 480	$ -	$ -	$ -	$ -	**$ 480**	1%
Local gov't contributions - operating	$ 560	$ -	$ -	$ -	$ -	**$ 560**	1%
Local gov't contributions - capital	$ 375	$ -	$ -	$ -	$ -	**$ 375**	1%
Other income	$ 902	$ -	$ 515	$ -	$ 144	**$ 1,561**	2%
Investment income	$ 39	$ -	$ -	$ -	$ -	**$ 39**	0%
Total revenues	**$ 51,805**	**$ 14,544**	**$ 515**	**$ 100**	**$ 144**	**$ 67,108**	**100%**
Program expenditures:							
Fuel	$ 1,950	$ 761	$ -	$ -	$ -	**$ 2,711**	3%
Transit	$ 34,836	$ 13,944	$ 1,091	$ -	$ -	**$ 49,871**	64%
Trails & Corridor Mgmt	$ 896	$ -	$ -	$ 109	$ -	**$ 1,005**	1%
Subtotal operating exp.	**$ 37,681**	**$ 14,705**	**$ 1,091**	**$ 109**	**$ -**	**$ 53,587**	**69%**
Capital	$ 18,330	$ -	$ -	$ -	$ -	**$ 18,330**	24%
Debt Service	$ 1,650	$ -	$ -	$ -	$ 4,400	**$ 6,050**	8%
Total expenditures	**$ 57,661**	**$ 14,705**	**$ 1,091**	**$ 109**	**$ 4,400**	**$ 77,966**	**100%**
Other financing sources	**$ 9,233**	**$ 161**	**$ 576**	**$ -**	**$ 4,256**	**$ 14,227**	
Other financing (uses)	**$ (4,993)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (4,993)**	
Change in Fund Balance	**$ (1,616)**	**$ 0**	**$ -**	**$ (9)**	**$ 0**	**$ (1,625)**	
Ending fund balance	**$ 67,084**	**$ 0**	**$ 97**	**$ 186**	**$ 920**	**$ 68,287**	

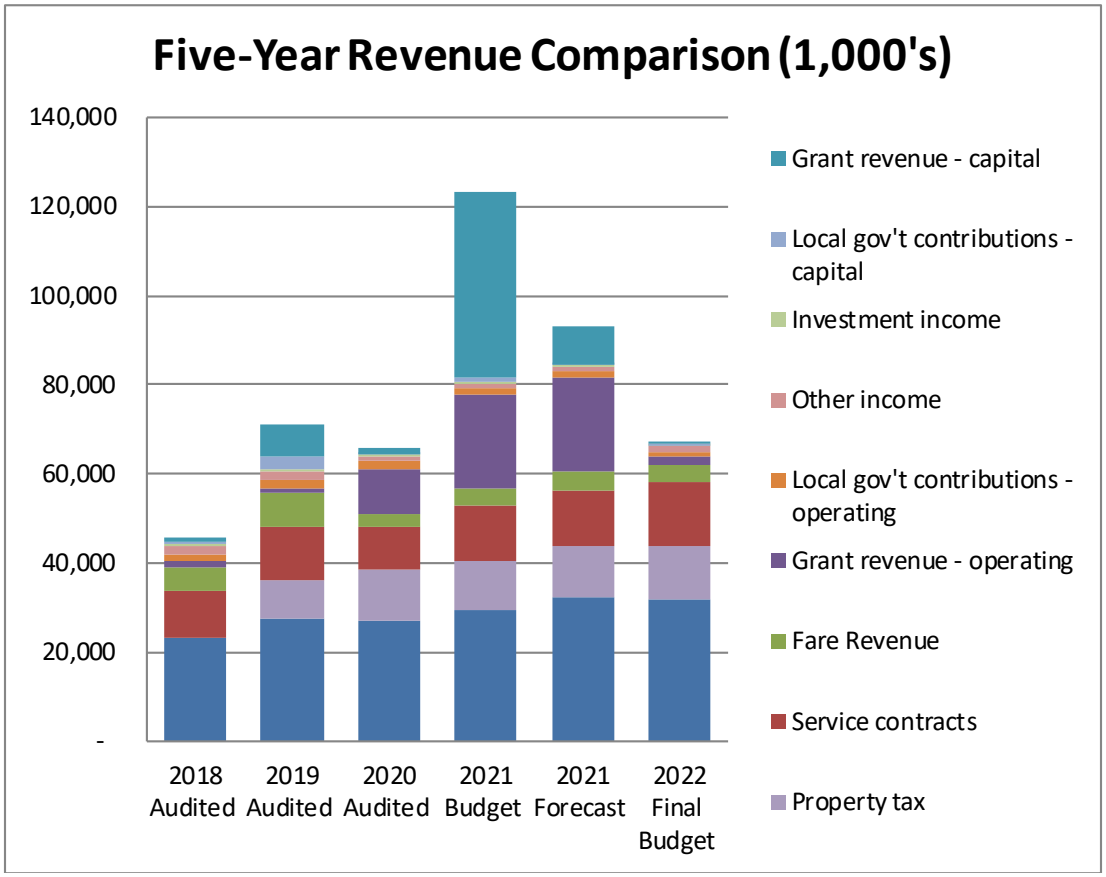
Five Year Financial Summary Information

Revenues (in thousands)	2018 Audited	2019 Audited	2020 Audited	2021 Budget	2021 Forecast	2022 Final Budget	$ Dif	% Dif
Sales and use tax	$ 23,124	$ 27,366	$ 27,125	$ 29,420	$ 32,418	$ 31,982	$ 2,562	9%
Property tax	-	8,794	11,232	10,945	11,281	11,876	931	9%
Service contracts	10,808	11,773	9,827	12,642	12,512	14,514	1,872	15%
Fare Revenue	5,156	7,689	2,982	3,727	4,312	3,724	(3)	0%
Grant revenue - operating	1,244	1,346	10,117	20,979	20,979	1,998	(18,982)	-90%
Local gov't contributions - operating	1,736	1,482	1,523	1,374	1,374	560	(814)	-59%
Other income	1,682	1,920	1,332	1,250	1,390	1,561	311	25%
Investment income	332	518	248	202	32	39	(162)	-81%
Subtotal Revenues - Operating	**44,084**	**60,888**	**64,386**	**80,538**	**84,298**	**66,253**	**(14,285)**	**-18%**
Local gov't contributions - capital	535	3,017	103	997	198	375	(622)	-62%
Grant revenue - capital	981	7,145	1,508	41,668	8,642	480	(41,188)	-99%
Subtotal Revenues - Capital	**1,515**	**10,163**	**1,611**	**42,665**	**8,840**	**855**	**(41,810)**	-98%
Total	**$ 45,599**	**$ 71,051**	**$ 65,997**	**$ 123,203**	**$ 93,138**	**$ 67,108**	**$ (56,095)**	**-46%**

2021/2022 budgetary revenue trends:

- Increase in sales and use tax revenue as 2021 actual collections have exceeded the 2021 budget;
- Increase in property tax revenue as the 2021 tax year, with collections in 2022, was a reassessment year and property values increased;
- Increase in service contract revenues because of increasing costs and updates to service levels;
- Decrease in operating revenues due to recent transit fare reductions implemented on November 22, 2021;
- Decrease in operating grant revenues as CRRSSA and CARES Act funds were received in 2021 and are not included in 2022;
- Decrease in local government contributions primarily due to the transfer of the no-fare offset contribution for the Aspen-Snowmass Regional Service from the Elected Officials Transportation Committee (EOTC) to RFTA.
- Increase in other income primarily due to anticipated employee housing revenues and increase in number of units needed.
- Decrease in capital funding primarily due to the timing of capital outlay based on project completion. Capital grants are recognized as awarded and collection is certain.

Five Year Financial Summary Information continued…



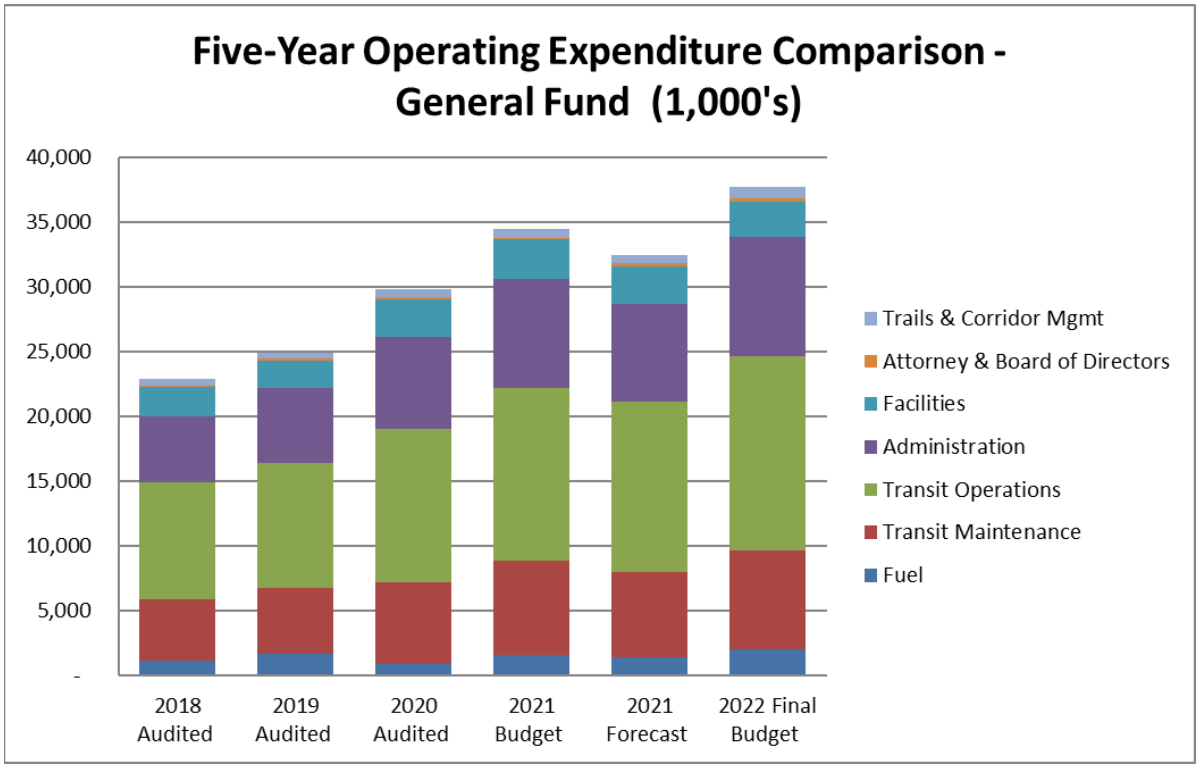
Five Year Financial Summary Information continued…

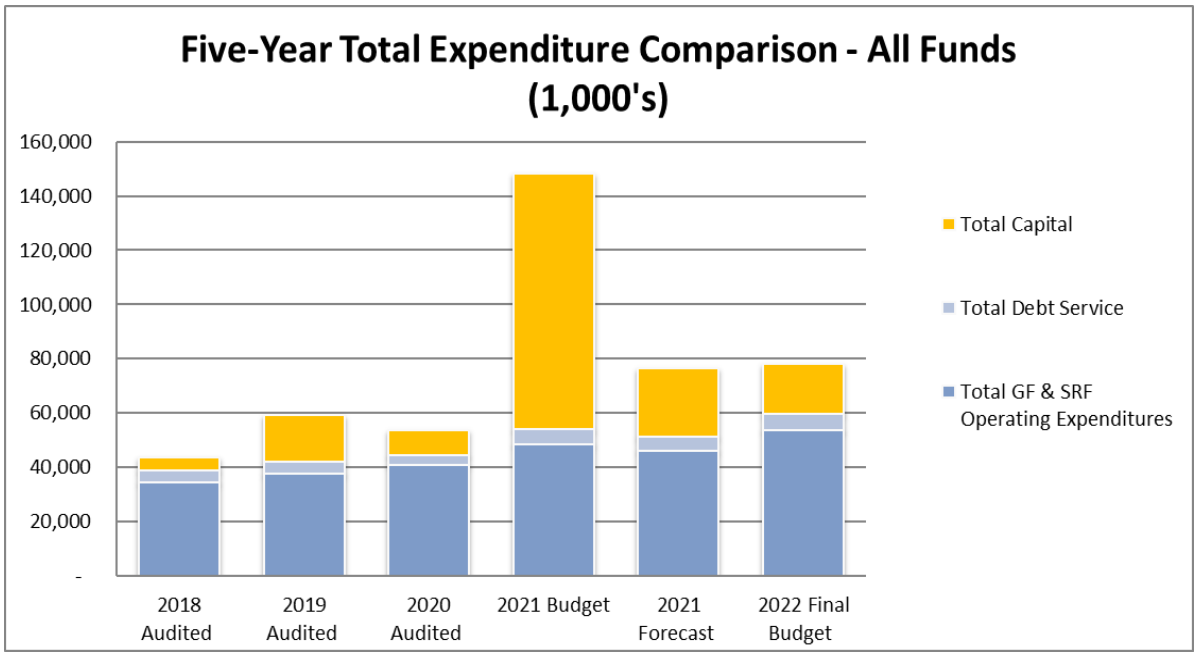
Expenditures (in thousands)	2018 Audited	2019 Audited	2020 Audited	2021 Budget	2021 Forecast	2022 Final Budget	22/21 Budget $ Dif	22/21 Budget % Dif
Fuel	1,095	1,670	820	1,564	1,346	1,950	386	25%
Transit Maintenance	4,745	5,009	6,309	7,225	6,594	7,679	454	6%
Transit Operations	9,065	9,687	11,875	13,398	13,181	14,957	1,559	12%
Administration	5,096	5,775	7,071	8,363	7,487	9,209	846	10%
Facilities	2,211	2,088	2,957	3,051	2,940	2,772	(279)	-9%
Attorney & Board of Directors	142	185	172	157	218	219	62	40%
Trails & Corridor Mgmt	469	456	548	671	615	896	225	34%
Total GF Operating Expenditures	**$ 22,824**	**$ 24,870**	**$ 29,752**	**$ 34,428**	**$ 32,381**	**$ 37,681**	**$ 3,253**	**9%**
SRF - Service Contracts	10,987	11,944	10,062	12,841	12,711	14,705	1,865	15%
SRF - Bus Shelter / PNR	716	814	850	1,045	950	1,091	46	4%
SRF - Mid Valley Trails	21	71	52	55	36	109	54	98%
Total GF & SRF Operating Expenditures	**$ 34,547**	**$ 37,698**	**$ 40,716**	**$ 48,369**	**$ 46,077**	**$ 53,587**	**$ 5,218**	**11%**
GF - Debt Service	1,493	1,522	971	2,773	2,609	1,650	(1,123)	-41%
Debt Service Fund	2,950	2,660	2,733	2,729	2,729	4,400	1,671	61%
Total Debt Service	**$ 4,443**	**$ 4,182**	**$ 3,705**	**$ 5,502**	**$ 5,338**	**$ 6,050**	**$ 547**	**10%**
Total Operating & Debt Service	**$ 38,990**	**$ 41,880**	**$ 44,420**	**$ 53,871**	**$ 51,415**	**$ 59,637**	**$ 5,765**	**11%**
GF - Capital Outlay	4,563	14,978	5,213	57,102	15,937	18,330	(38,772)	-68%
SRF - Bus Shelter / PNR - Capital Outlay	16	7	-	-	-	-	-	0%
Capital Projects Fund	-	2,244	4,205	37,278	9,328	-	(37,278)	0%
Total Capital	**$ 4,578**	**$ 17,228**	**$ 9,417**	**$ 94,380**	**$ 25,265**	**$ 18,330**	**$ (76,050)**	**-81%**
Total Expenditures - all funds	**$ 43,568**	**$ 59,108**	**$ 53,838**	**$ 148,251**	**$ 76,680**	**$ 77,966**	**$ (70,285)**	**-47%**
				-	-	-		

2021/2022 budgetary expenditure trends:

- Increase in total General Fund operating costs primarily due to higher labor costs, transit diesel fuel and other operating and maintenance costs.
    - Increase in Fuel primarily due to the higher price of fuel and the alternative fuels credit only being available through the end of 2021;
    - Increase in Transit Maintenance primarily due to 2.7 new FTEs, higher labor costs and inflation on materials, parts and supplies;
    - Increase in Transit Operations primarily due to 17.1 new FTEs, higher labor costs, change in strategy to hire more full-time bus operators and less seasonal bus operators;
    - Increase in Administration primarily due higher labor costs and employee housing;
    - Decrease in Facilities primarily due to reallocation of resources to Trails;
    - Increase in Attorney & Board of Directors primarily due to increase in General Counsel;
    - Increase in Trails and Corridor Management Program due to increased Trails Maintenance activities and reallocation of resources from Facilities.
- Increase in Service Contract Special Revenue Fund due to a combination of higher costs to operate the service and increase in contracted service levels.
- Increase in Bus Stops and Park & Ride Special Revenue Fund primarily due to increased utility, irrigation, and maintenance costs.
- Increase in Mid Valley Trails Special Revenue Fund due to timing of trail projects.
- Increase in total General Fund and Special Revenue Funds operating costs reflects a more accurate representation of costs to support the complete operation of the Authority's services.

Five Year Financial Summary Information continued…





Major Revenue

	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2022 Final Budget	%
Revenues (in thousands):							
Sales and use tax	$ 31,882	$ -	$ -	$ 100	$ -	**$ 31,982**	48%
Property tax	$ 11,876	$ -	$ -	$ -	$ -	**$ 11,876**	18%
Service contracts	$ -	$ 14,514	$ -	$ -	$ -	**$ 14,514**	22%
Operating revenue	$ 3,724	$ -	$ -	$ -	$ -	**$ 3,724**	6%
Grant revenue - operating	$ 1,968	$ 30	$ -	$ -	$ -	**$ 1,998**	3%
Grant revenue - capital	$ 480	$ -	$ -	$ -	$ -	**$ 480**	1%
Local gov't contributions - operating	$ 560	$ -	$ -	$ -	$ -	**$ 560**	1%
Local gov't contributions - capital	$ 375	$ -	$ -	$ -	$ -	**$ 375**	1%
Other income	$ 902	$ -	$ 515	$ -	$ 144	**$ 1,561**	2%
Investment income	$ 39	$ -	$ -	$ -	$ -	**$ 39**	0%
Total revenue	**$ 51,805**	**$ 14,544**	**$ 515**	**$ 100**	**$ 144**	**$ 67,108**	**100%**

Revenue composition:

- Sales and Use tax revenues are dedicated taxes collected from member governments based on intergovernmental agreements, see the Authority history section, member governments;

- Property Tax Revenues are dedicated taxes collected from Pitkin, Eagle, and Garfield Counties from member jurisdictions.

- Service contracts are for contracted transit services, billed monthly based on miles and hours by route; see Transit Services section for description of services and Contract formula methodology section for billing (cost allocation) methodology. The Authority has service contracts with the Aspen Skiing Company, City of Aspen, City of Glenwood Springs and Garfield County (Travelers Program);

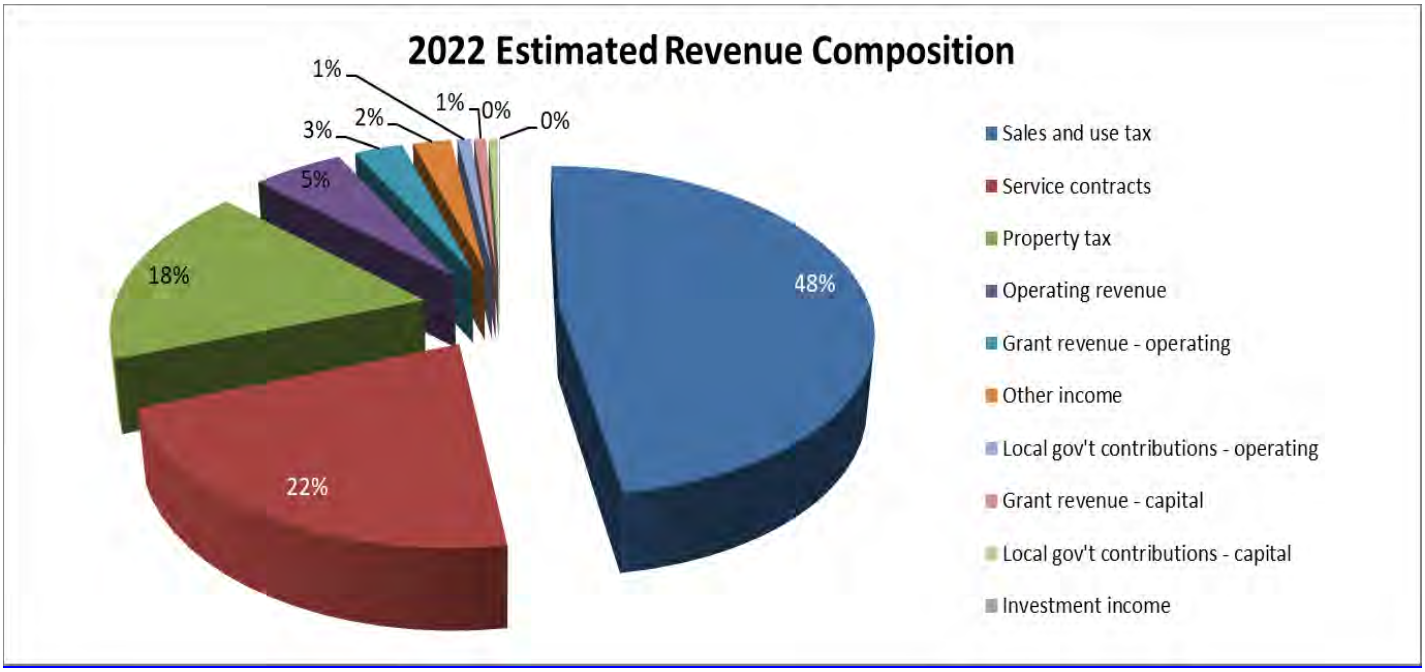
- Operating revenues reflect transit fares collected primarily on regional service routes in the Roaring Fork Valley and on the I-70 Corridor as well as fares collected on the Maroon Bells service; see Transit Services section for description of services;

- The Authority primarily receives operating and capital grants from the Federal Transit Administration and the Colorado Department of Transportation;

- Local governmental contributions are received to primarily help fund transit programs; for detail of these revenues see the line item budget;

- Other income primarily consists of employee housing rental revenue in the General Fund, vehicle registration fees in the Bus Stop/Park & Ride Special Revenue Fund, and credits from the Federal Government representing a reimbursement on a portion of the interest paid on the Series 2012A and 2013B Qualified Energy Conservation Bonds in the Debt Service Fund.

Major Revenue continued…



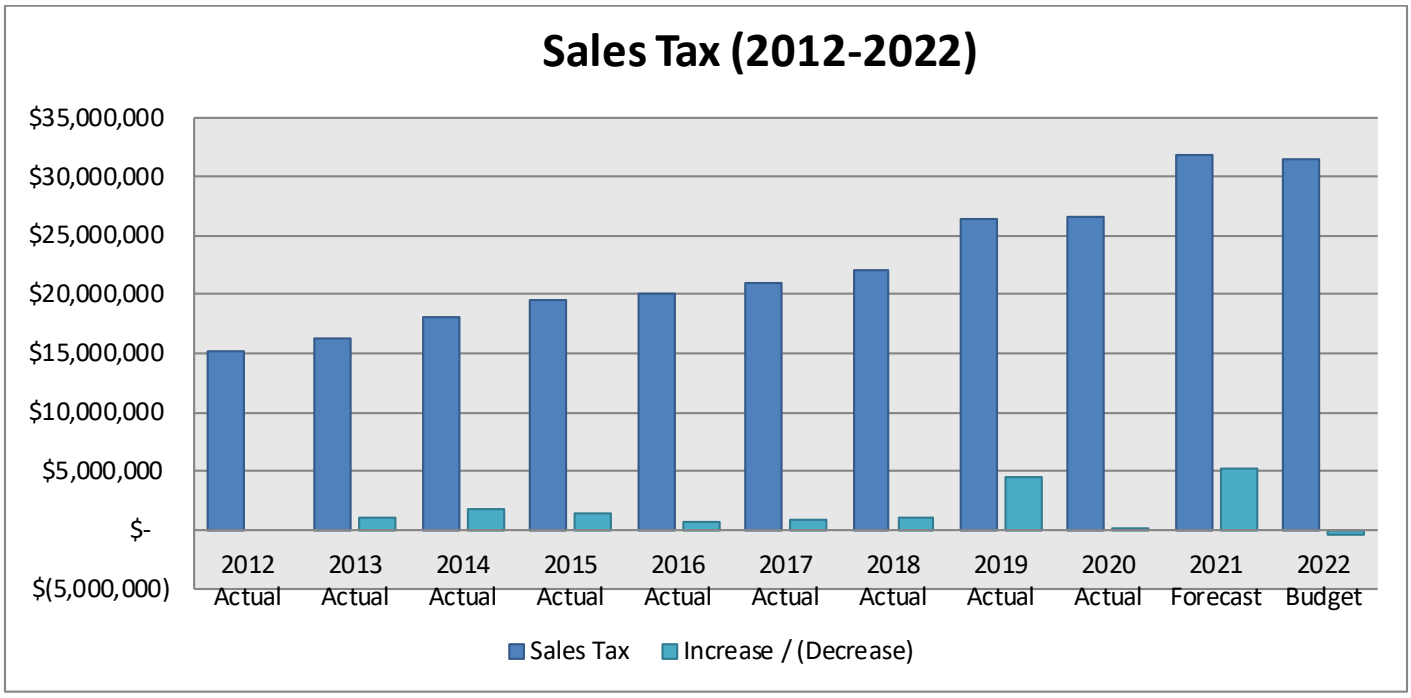
Revenue assumptions

Sales and Use Tax Revenues

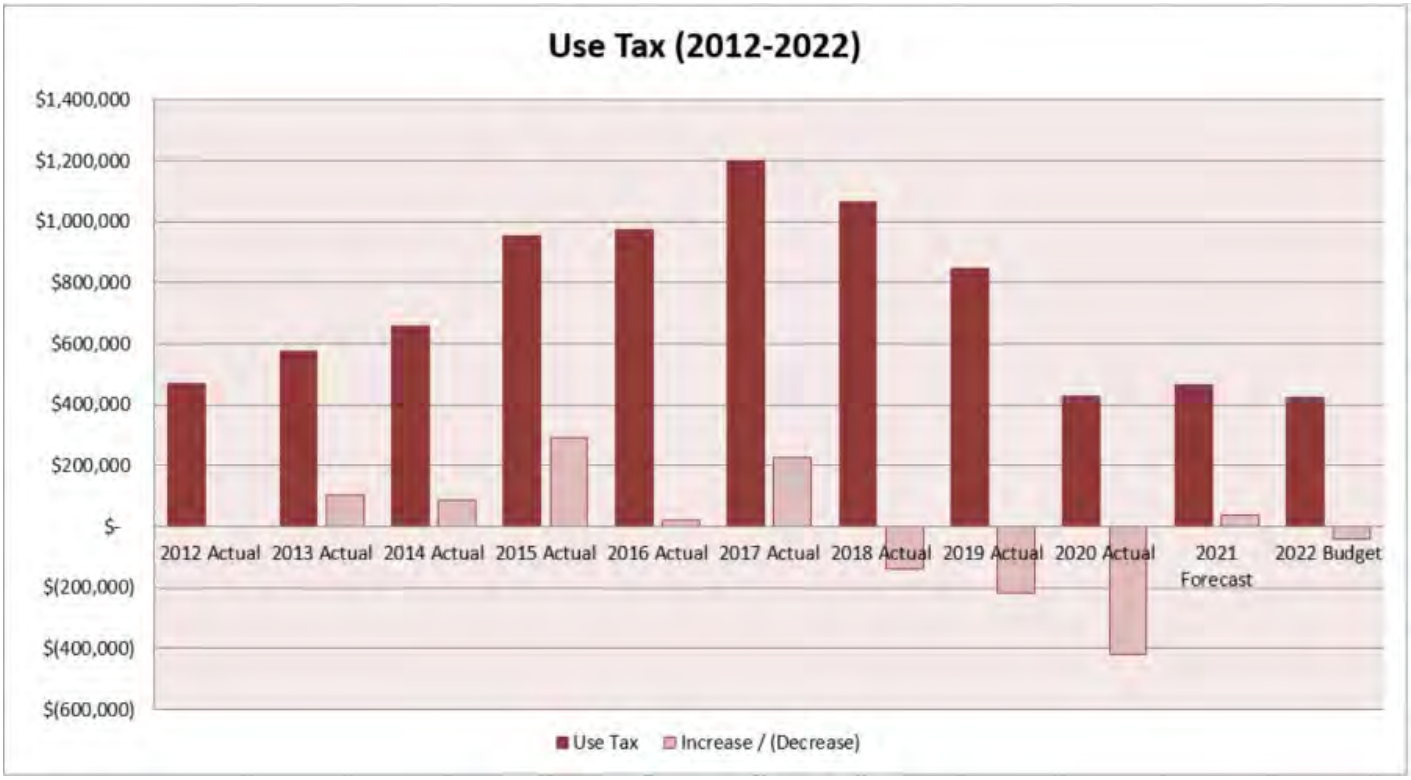
- The Authority consulted with member jurisdictions' Finance Departments to obtain their sales tax estimate for 2022. The Authority relies on each member jurisdictions' assumptions and trend analysis for estimate preparation. The impacts of the COVID-19 pandemic upon the economy and uncertainty on the duration of its impacts are evidenced by the information received. As a result, the 2022 sales tax projection is 1% less than the updated 2021 forecast.

Member Jurisdictions	2022 % Increase/<Decrease>
Aspen	4.3%
Basalt	5.0%
Carbondale	5.0%
Glenwood Springs	0.0%
Eagle County	1.0%
New Castle	3.0%
Pitkin County	<4.2%>
Snowmass Village	6.0%

Sales and Use Tax Revenues (continued)…

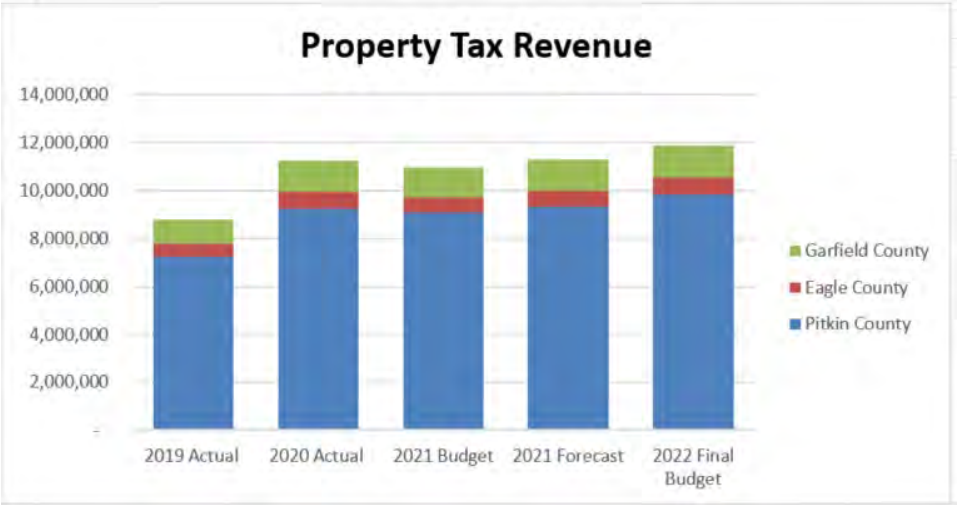


- Use tax revenues are primarily driven by the construction and real estate sector based on market conditions. The budget conservatively estimates no change from the 2021 forecast.



Property tax revenues

- The County Treasurer collects revenues in Pitkin, Eagle and Garfield Counties within RFTA's member jurisdictions. Reassessment of all properties occurs every odd-numbered year. Based on the 2021 final assessed valuations of taxable property provided by the Assessors in Pitkin, Eagle and Garfield Counties, the values increased 8.3%, 12.3% and 7.7%, respectively, within RFTA's district. The residential assessment rate remains at 7.15% for the 2021 tax year (2022 collections/budget year).

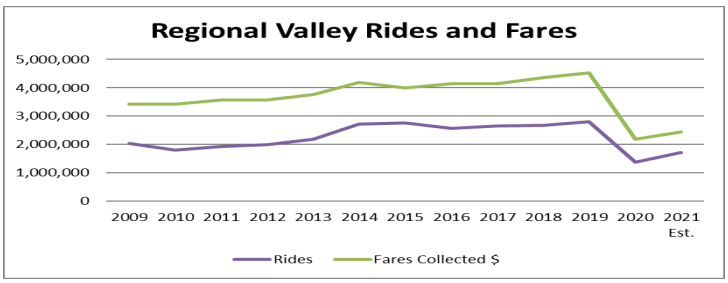


Service contract revenues

- The Authority estimated hours and miles by route for each service contract agreement and calculated costs in accordance with each service contract agreement.

Operating revenues

- 13.7% decrease in transit fares, as compared to the 2021 forecast, collected primarily as a result of the fare reductions implemented on November 22, 2021. The chart below shows the history of regional transit service in the Highway 82 Corridor and I-70 Corridor and fares collected on those services:



Grant revenues

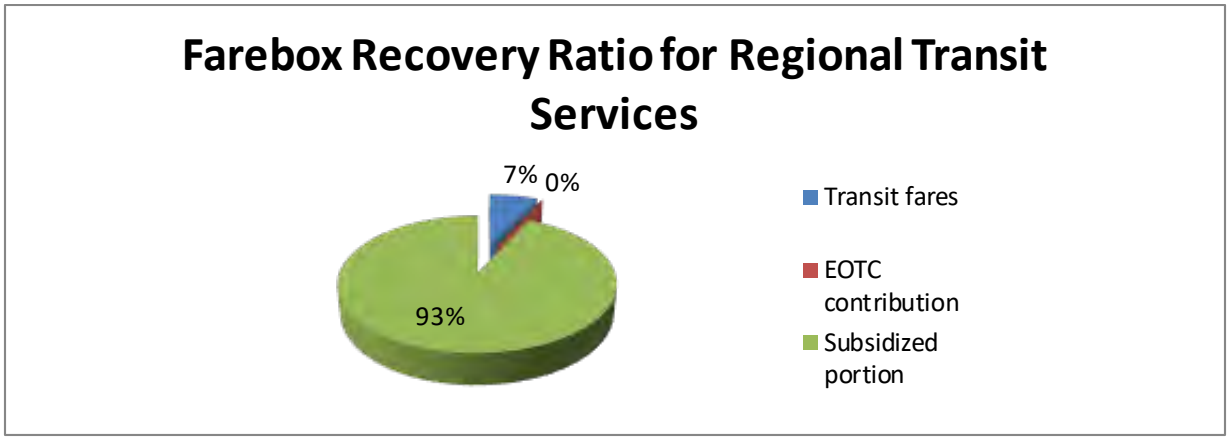
- $1.77 million from the FTA Section 5311 operating grant;
- $200,000 from CDOT FASTER operating grant;

Local governmental contributions

- Garfield County's contribution for the Grand Hogback bus service is $500,000, which is the same amount included in 2021. The initial service plan assumes the Grand Hogback service is scheduled to run at Destination 2040 service levels.
- The Town of Rifle's contribution for the Grand Hogback bus service remains at $20,000.

Other income

- Assumes employee housing rental revenue increase by 40% due to the anticipation of more units needed and vehicle registration fees remain relatively flat.
- Credits related to Build America Bonds and Qualified Energy Conservation Bonds assume a sequestration reduction rate of 5.7%.



Farebox Recovery Ratio is the percentage of total operating revenues that passengers pay through fares. The Authority's farebox recovery ratio has historically been around 18% to 20% for regional transit services. During the COVID-19 pandemic in 2020 and 2021, it dropped down to 11% as a result of maximum capacity constraints and reduced ridership. In 2022, it is estimated to be around 7% as fare revenues are expected to decrease as a result of the fare reductions implemented on November 22, 2021 and the elimination of the EOTC no-fare offset contribution to RFTA.

2022 Budget

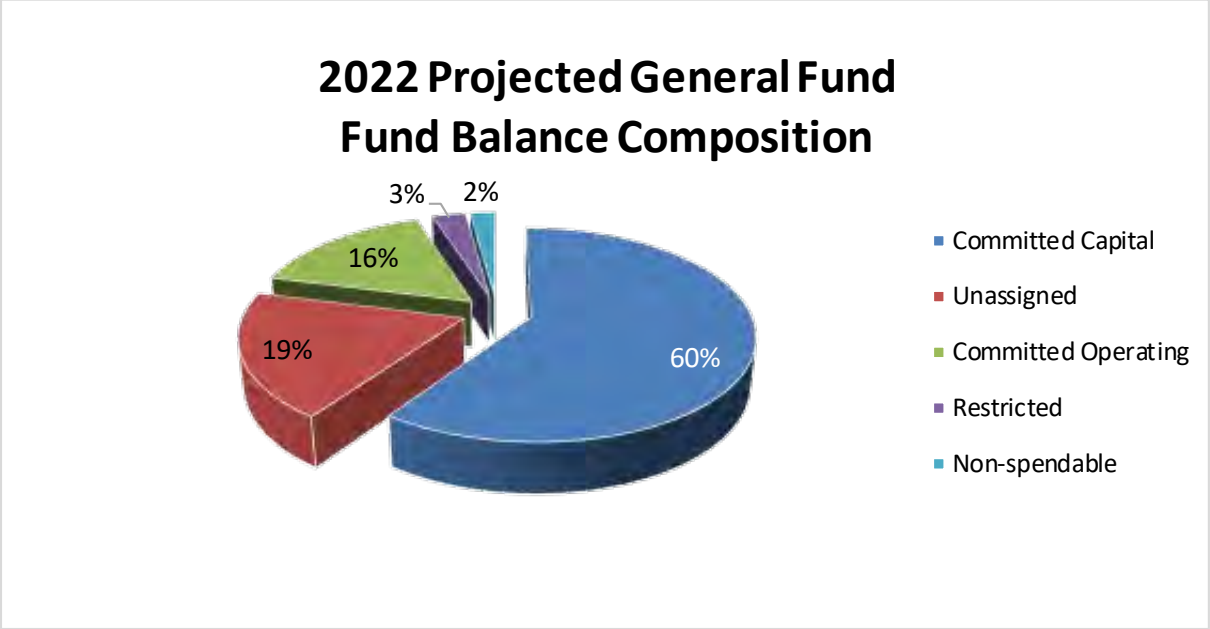
Fund Balance – all Funds

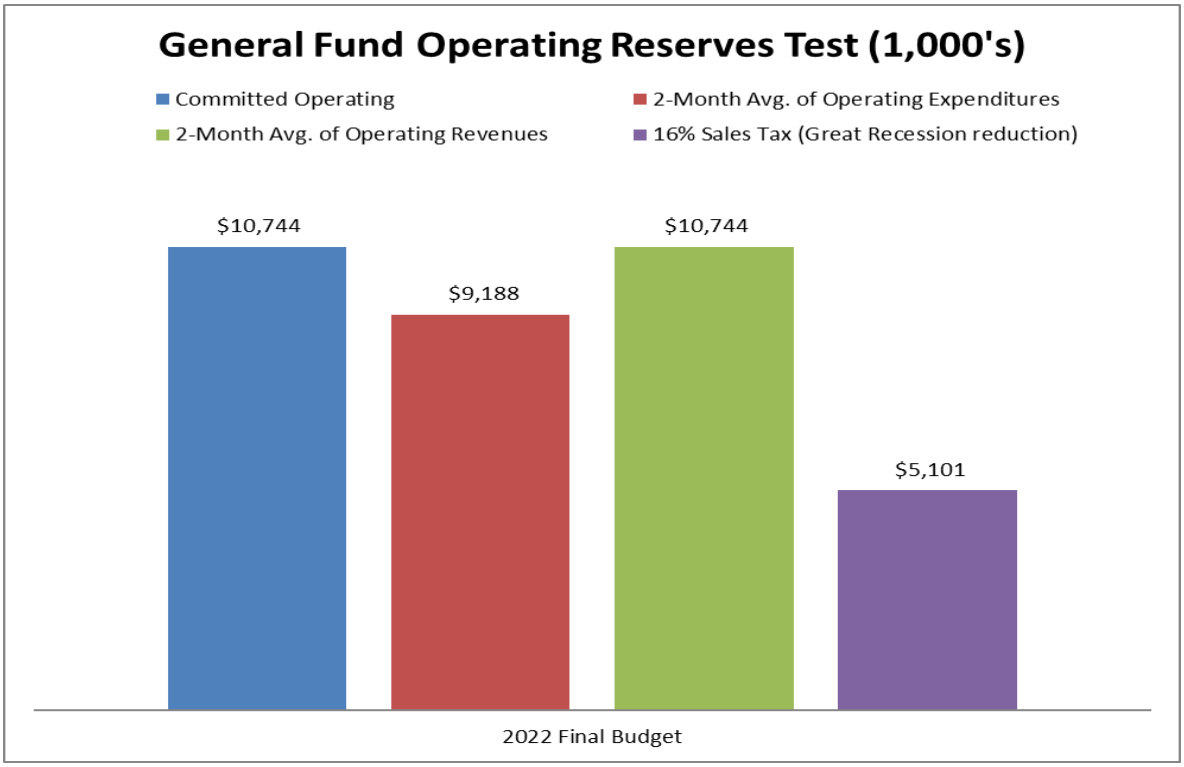
(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR	Mid Valley Trails	Capital Projects Fund	Debt Service Fund	Total
Beginning fund balance (budget)	**$ 68,700**	**$ -**	**$ 97**	**$ 195**	**$ -**	**$ 920**	**$ 69,912**
Revenues	$ 51,805	$ 14,544	$ 515	$ 100	$ -	$ 144	$ 67,108
Expenditures	$ (57,661)	$ (14,705)	$ (1,091)	$ (109)	$ (0)	$ (4,400)	$ (77,967)
Other financing source/(use)	$ 4,240	$ 161	$ 576	$ -	$ -	$ 4,256	$ 9,233
Change in net assets	**$ (1,616)**	**$ 0**	**$ -**	**$ (9)**	**$ (0)**	**$ -**	**$ (1,625)**
Ending fund balance	**$ 67,084**	**$ 0**	**$ 97**	**$ 186**	**$ (0)**	**$ 920**	**$ 68,287**
Ending fund balance composition:							
Non-spendable fund balance	$ 1,436						$ 1,436
Restricted fund balance	$ 1,942	$ 0	$ 97	$ 186	$ (0)	$ 920	$ 3,145
Committed fund balance:							
Operating reserves	$ 10,744						$ 10,744
Facilities capital reserves	$ 8,304						$ 8,304
Transit capital reserves	$ 29,319						$ 29,319
Trails capital reserves	$ 2,457						$ 2,457
Unassigned fund balance	$ 12,882						$ 12,882
Ending fund balance	**$ 67,084**	**$ 0**	**$ 97**	**$ 186**	**$ (0)**	**$ 920**	**$ 68,287**

Fund balance definition

Fund balance is the difference between assets and liabilities and is divided between Non-spendable and Spendable. **Non-spendable** fund balance includes amounts that cannot be spent either because it is not in spendable form or because of legal or contractual constraints. **Spendable** fund balance is comprised of Restricted, Committed and Unassigned fund balance:

- **Restricted** fund balance includes amounts that are constrained for specific purposes that are externally imposed by providers.
- **Committed** fund balance includes amounts that are constrained for specific purposes that are internally imposed by the Board.
- **Unassigned** fund balance includes residual amounts that have not been classified within the previously mentioned categories and is a measure of current available financial resources.


2022 Projected General Fund
Fund Balance Composition
3%
2%
16%
19%
60%
Committed Capital
Unassigned
Committed Operating
Restricted
Non-spendable


General Fund Operating Reserves Test (1,000's)
Committed Operating
2-Month Avg. of Operating Expenditures
2-Month Avg. of Operating Revenues
16% Sales Tax (Great Recession reduction)
$10,744
$9,188
$10,744
$5,101
2022 Final Budget

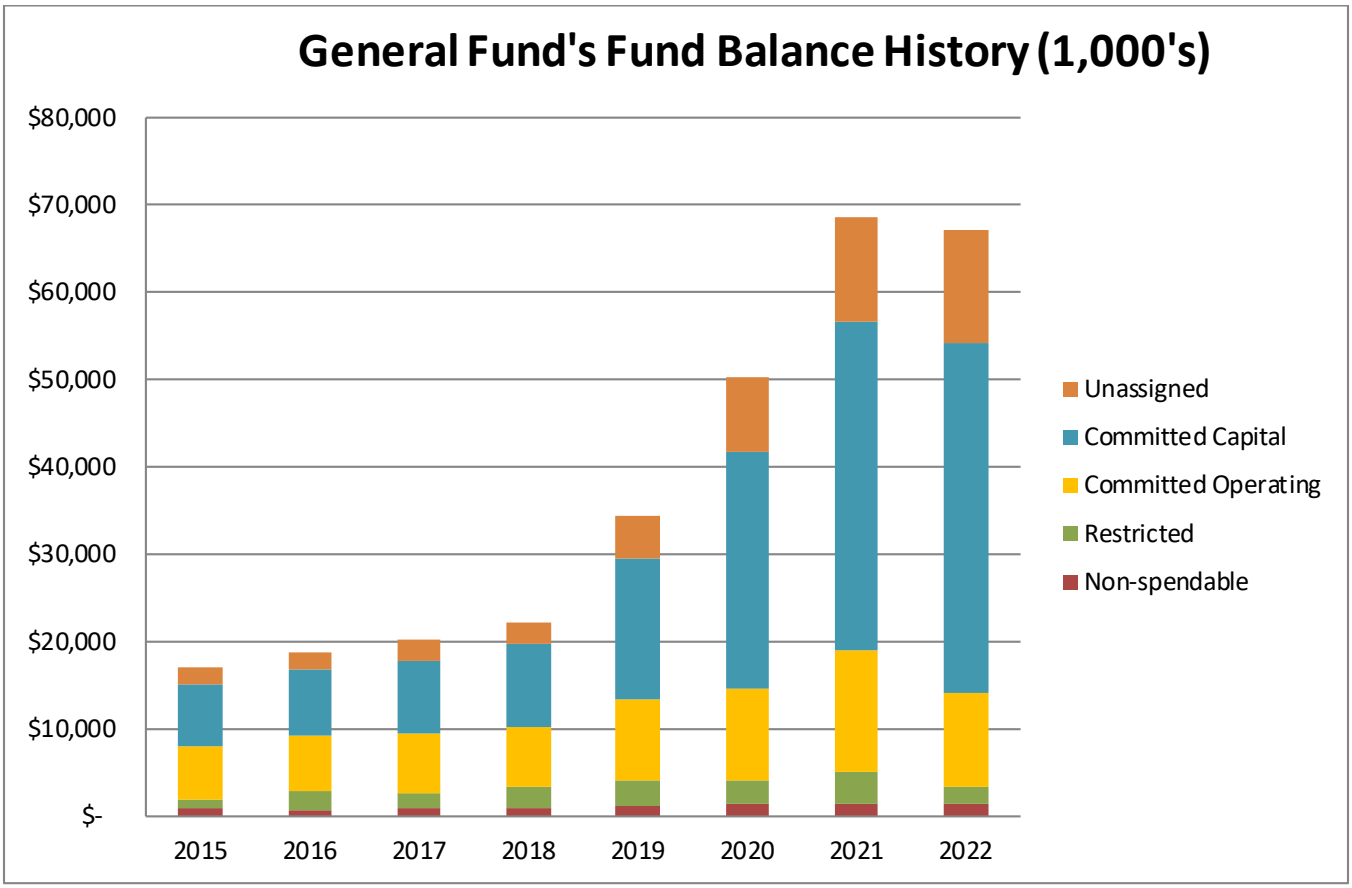
2022 Budget

General Fund comparative Fund Balance

(1,000)	2015 Final	2016 Final	2017 Final	2018 Final	2019 Final	2020 Final	2021 Budget	2022 Budget
Beginning fund balance	16,470	17,120	18,789	20,213	22,305	34,431	50,225	68,700
Revenues	36,784	33,025	32,111	33,498	55,604	55,286	109,832	51,805
Operating expenditures	(20,702)	(20,453)	(21,355)	(22,824)	(24,870)	(29,752)	(34,428)	(37,681)
Transit & trails capital	(12,003)	(10,553)	(4,616)	(4,563)	(14,978)	(5,213)	(57,102)	(18,330)
Debt service	(2,339)	(2,344)	(1,900)	(1,493)	(1,522)	(971)	(2,773)	(1,650)
Other financing sources/(uses)	(1,090)	1,994	(2,816)	(2,527)	(2,109)	(3,556)	2,946	4,240
Change in net assets	**650**	**1,669**	**1,424**	**2,092**	**12,125**	**15,795**	**18,475**	**(1,616)**
Fund Balance:								
Non-spendable fund balance	883	799	903	957	1,141	1,436	1,436	1,436
Restricted fund balance	1,104	1,979	1,851	2,329	2,898	2,790	3,783	1,942
Committed fund balance for operating reserves	6,041	6,418	6,692	6,995	9,323	10,445	13,829	10,744
Committed fund balance for facilities capital	1,724	1,799	1,975	2,163	3,520	5,693	7,808	8,304
Committed fund balance for transit capital	4,643	4,924	5,584	6,291	11,379	19,527	27,457	29,319
Committed fund balance for trails capital	812	831	875	922	1,261	1,804	2,333	2,457
Unassigned fund balance	1,914	2,039	2,333	2,647	4,909	8,530	12,054	12,882
Ending Fund Balance	**17,120**	**18,789**	**20,213**	**22,305**	**34,431**	**50,225**	**68,700**	**67,084**

Significant changes in Fund balance are as follows:

- 2015/2016 increase due to excess sales tax revenues and savings in operating costs due to vacant positions;
- 2016/2017 increase primarily due to excess sales tax revenues and savings in operating costs.
- 2017/2018 decrease to use of capital reserves for bus refurbishments and Battery Electric Bus Pilot Program.
- 2018/2019 increase primarily due to new property tax revenues and planning stages for Destination 2040 Plan capital projects
- 2019/2020 decrease primarily due to timing of capital projects, and financing for five (5) expansion buses.
- 2020/2021 increase primarily due to timing of capital projects and federal stimulus funds received from CRRSAA and CARES Act.
- 2021/2022 decrease primarily due to timing of capital projects, particularly a one-time $4 million contribution to the City of Glenwood Springs for the South Bridge Project included in the Destination 2040 Plan.


General Fund's Fund Balance History (1,000's)
$80,000
$70,000
$60,000
$50,000
$40,000
$30,000
$20,000
$10,000
$-
2015
2016
2017
2018
2019
2020
2021
2022
Unassigned
Committed Capital
Committed Operating
Restricted
Non-spendable

RFTA
www.RFTA.com

2022 Budget

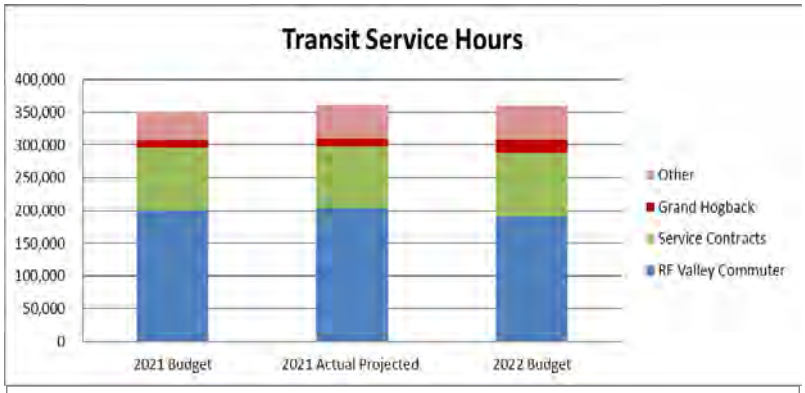
Expenditures

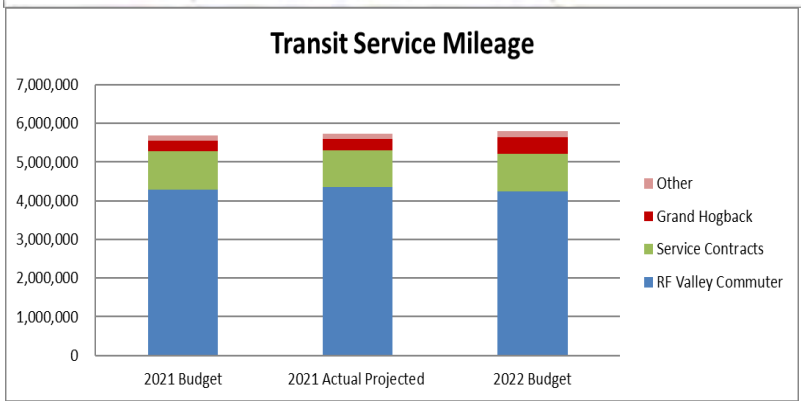
Operating expenditure summary by Department with Fuel

	Fund					
Department	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	2022 Final Budget	%
Fuel	$ 1,950	$ 761	$ -	$ -	$ 2,711	5%
Transit Maintenance	$ 7,679	$ 2,933	$ -	$ -	$ 10,612	20%
Transit Operations	$ 14,957	$ 6,366	$ -	$ -	$ 21,322	40%
CEO	$ 1,749	$ 666	$ -	$ -	$ 2,415	5%
Finance	$ 1,923	$ 732	$ -	$ -	$ 2,656	5%
Planning	$ 525	$ 200	$ -	$ -	$ 725	1%
HR & Risk Mgmt	$ 3,167	$ 1,206	$ -	$ -	$ 4,373	8%
Information Technology	$ 1,843	$ 702	$ -	$ -	$ 2,545	5%
Facilities	$ 2,772	$ 1,055	$ 1,091	$ -	$ 4,918	9%
BOD & General Counsel	$ 219	$ 83	$ -	$ -	$ 303	1%
Trails & Corridor Mgmt	$ 896	$ -	$ -	$ 109	$ 1,005	2%
Total	$ 37,681	$ 14,705	$ 1,091	$ 109	$ 53,587	100%

Assumptions used in preparing the budget are as follows:

- The 2022 budget generally assumes baseline service levels (pre-COVID-19) with updates for seasonal changes, with the Grand Hogback service scheduled to run a Destination 2040 levels, and assumes continuation of the reservation system for the Maroon Bells Bus Tour services.



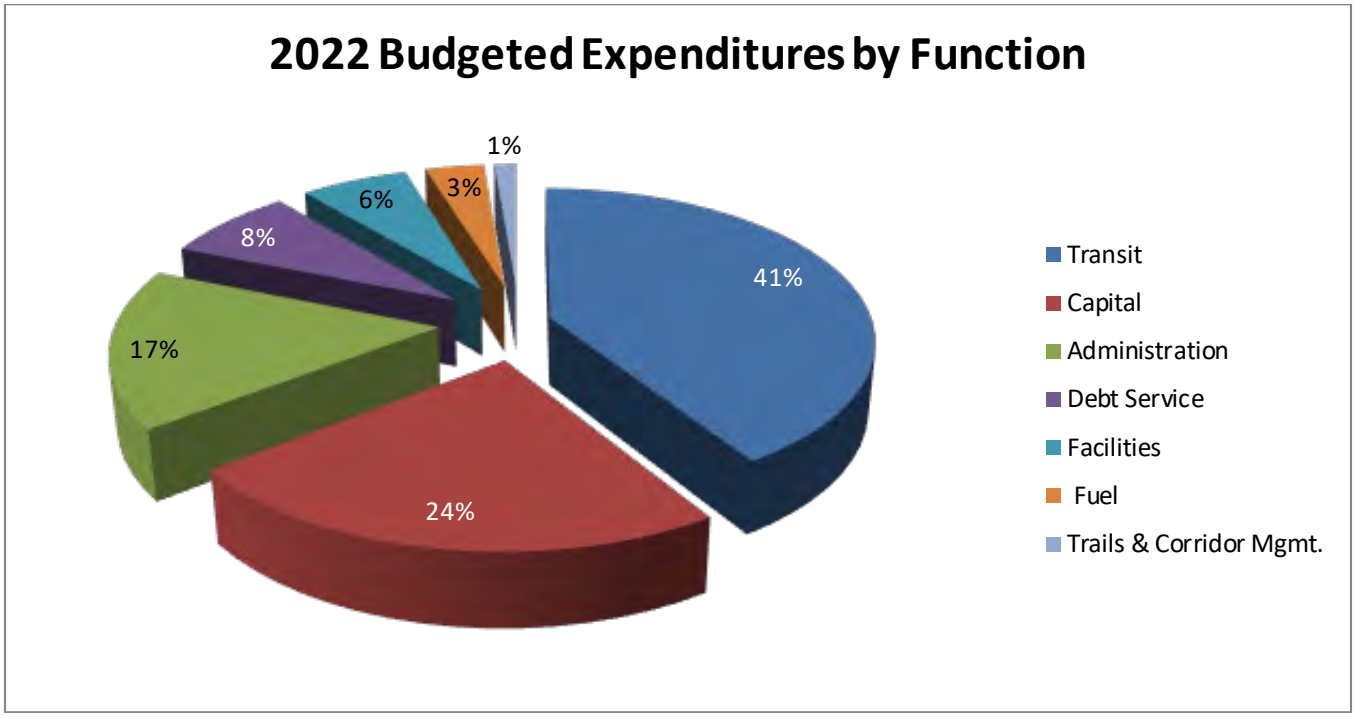


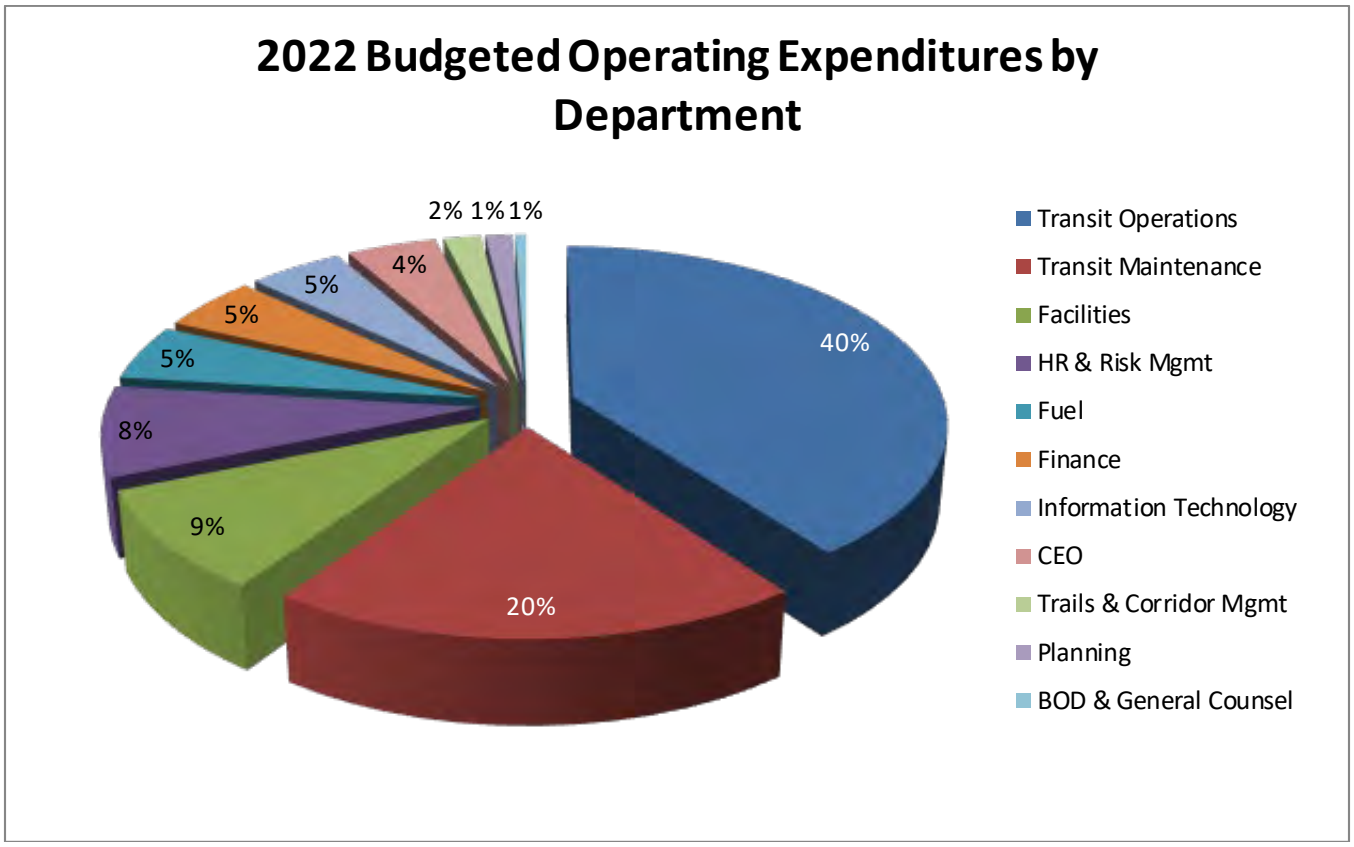
- Diesel fuel assumes a weighted average cost of $2.53 and reflects a 6.6% decrease in the weighted average price per gallon. CNG fuel assumes current pricing from our existing vendor. The budgeted CNG cost is approximately $1.66 per Diesel Gallon Equivalent.

- As it pertains to compensation, the budget incorporates a merit increase of up to 4% effective at each employee's next performance review date. The Collective Bargaining Unit comprised of full-time bus operators are subject to scheduled pay increases in accordance with their renegotiated contract, effective July 2021.

- The Authority received four Request for Funding Application Forms, two of which were multi-year funding requests that the RFTA Board had approved during the prior budget cycle. The budget reflects the following:
    - $190,000 from WE-cycle, a 501(c)(3) non-profit organization to support operational costs from Aspen to Basalt ($100,000 of this amount represents year five of a five-year funding request and the remaining $90,000 is support for financial and administrative services through a contracted CFO in order to enable its Executive Director to continue working on WE-cycle/RFTA planning efforts to ensure the long-range sustainability of existing and future regional bike share services);
    - $30,000 from Garfield Clean Energy to support three key program areas (this amount represents year the year two of a three-year funding request):
        1. Active Energy Management consultation services to RFTA for its facilities, and hosting of RFTA facilities on the Building Energy Navigator website.
        2. Programs to promote and increase availability/use of multi-modal transportation, and adoption of electric and CNG vehicles.
        3. Organizational administration, outreach, education, website and reporting
    - $4,000 from Northwest Colorado Council of Governments to help fund the match for their Section 5310 Mobility Management grant from CDOT.
    - $5,000 from Lower Valley Trails Group (LoVa) in order to support the current effort on the 8.5 mile segment of the LoVa South Canyon Trail between West Glenwood Springs and New Castle, and assist with the feasibility of the Coal Ridge Trail connecting New Castle and Silt with Coal Ridge High School.

- Certain expenditures will be added into the budget through supplemental budget appropriation resolutions during the budget year when funding is available.


2022 Budgeted Expenditures by Function
1%
3%
6%
8%
41%
17%
24%
Transit
Capital
Administration
Debt Service
Facilities
Fuel
Trails & Corridor Mgmt.


2022 Budgeted Operating Expenditures by Department
2% 1% 1%
4%
5%
5%
5%
8%
9%
40%
20%
Transit Operations
Transit Maintenance
Facilities
HR & Risk Mgmt
Fuel
Finance
Information Technology
CEO
Trails & Corridor Mgmt
Planning
BOD & General Counsel

Capital Expenditures (General Fund):

Capital Expenditure by Project				
Description (1,000's)	Total Outlay	Grant/ Local Assistance	Lease Proceeds	Local Share
General Fund				
Transit				
Bus Purchases* (10 replacement, 5 expansion)	$ 9,233		$ (9,233)	$ 0
South Bridge Contribution (GWS)	$ 4,000			$ 4,000
BEB On-Route Charger Project**	$ 1,100	$ (780)		$ 320
TOSV Transit Station Contribution	$ 500			$ 500
IT Equipment/software	$ 422			$ 422
Non-Revenue Vehicles (7 replacement, 3 expansion)	$ 419			$ 419
Dispatch Radio Consoles	$ 380			$ 380
Bus engine/transmission rebuilds	$ 375			$ 375
Maroon Creek Roundabout Contribution	$ 300			$ 300
Facilities Improvements	$ 200			$ 200
Basalt Microstransit Pilot Project	$ 190			$ 190
Location Based PreTrip System and Module	$ 132			$ 132
MOVE Study	$ 150	(75)		$ 75
Zero Emission Vehicle (ZEV) Roadmap	$ 150			$ 150
Bus Stops (Basalt) Contribution	$ 130			$ 130
RFTA Climate Action Plan (CAP)	$ 100			$ 100
Vehicle Maintenance Equipment	$ 65			$ 65
WE-cycle Capital Contribution	$ 62			$ 62
Triennial On-Board Survey	$ 45			$ 45
USFS Maroon Bells Study	$ 25			$ 25
Rail Salvage Study	$ 10			$ 10
Subtotal Transit	**$ 17,988**	**$ (855)**	**$ (9,233)**	**$ 7,900**
Trails				
Trail Improvements	$ 328	$ -	$ -	$ 328
Trail Equipment	$ 14	$ -		$ 14
Subtotal Trails	**$ 342**	**$ -**	**$ -**	**$ 342**
Total	**$ 18,330**	**$ (855)**	**$ (9,233)**	**$ 8,242**

**Assumed order placed in 2022 for delivery in 2023 and financed through a lease/purchase agreement with estimated annual payments starting in 2023. Staff plans to actively seek grant funding where available.*

*** Includes $300,000 contribution from the City of Aspen and $480,000 capital grant*

Capital assets are defined as assets with an initial cost of $5,000, a useful life of in excess of 3 years; funding for capital expenditures is obtained primarily through sales tax, fares and grants.

The major Authority fixed assets are as follows:

Transit Program

- Aspen Maintenance Facility; two Carbondale Administrative Offices; Glenwood Springs Maintenance Facility and Administrative Offices and two employee housing complexes;
- Rolling stock or buses carrying approximately 40 passengers are used to provide the majority of the public commuter transit services;
- The Authority fleet primarily consists of diesel, compressed natural gas, and battery electric buses that each cost approximately $550,000, $750,000, and $1 million, respectively;

Capital Expenditures – General Fund (continued)

- The Authority considers the average life of a bus to be 12 years and 500,000 miles;
- Most bus replacements are funded through various Federal, State and local grants;
- Maintenance for the fleet is provided primarily through the Authority's Bus Maintenance Department within the Transit Program;
- Various bus stop and park n ride properties.

Trails Program

- Carbondale Trails Shop and Administrative Offices; the Rio Grande Trail and Corridor.

Capital Maintenance Program

- Rolling Stock – replace nine transit buses identified during the State of Good Repair inspection.
- Facilities improvements include repairs to existing infrastructure.
- Finally, all other capital maintenance projects are identified on a case-by-case basis.

Impact of capital improvement on the Operating Budget

- Management reviewed the $18.33 million of capital outlay and determined that $9.23 million will be financed through lease purchase agreements. The impact on the operating budget will be limited to the new debt service payments on the acquisition of fifteen new buses which are anticipated to start in 2023 after they are delivered and placed in service.
- Engine and transmission rebuilds are planned reoccurring projects requiring no extra maintenance resources; all transmission rebuilds are performed by third party vendors.

Significant Non-routine Capital Expenditures

A summary of the significant changes, for all funds, between the originally presented budget at the September Board Meeting and the final budget from the December Board Meeting are below:

	2022 Draft Budget - September 2021 (in $1,000s)	*2022 Final Budget - December 2021 (in $1,000s)*		Difference (1,000's)
Revenues				
Sales and use tax	$ 29,658	$ 31,982		$ 2,324
Service contracts	14,100	14,514		414
Operating revenue	4,595	3,724		(871)
Grant revenue - operating	1,432	1,998		566
Grant revenue - capital	-	480		480
Local gov't contributions - operating	*1,411*	560		(851)
Local gov't contributions - capital	-	375		375
Other income	*1,382*	1,561		179
Subtotal revenues				**2,616**
Transit	48,498	49,871		1,373
Capital	973	18,330		17,357
Subtotal expenditures				-
Other financing sources	4,974	14,227		9,253
				$ (6,861)

The major reasons for these changes are to reflect updated sales and use tax revenue estimates, updated service levels, impacts of fare reductions, and inclusion of prioritized strategic initiatives.

2022 Budget

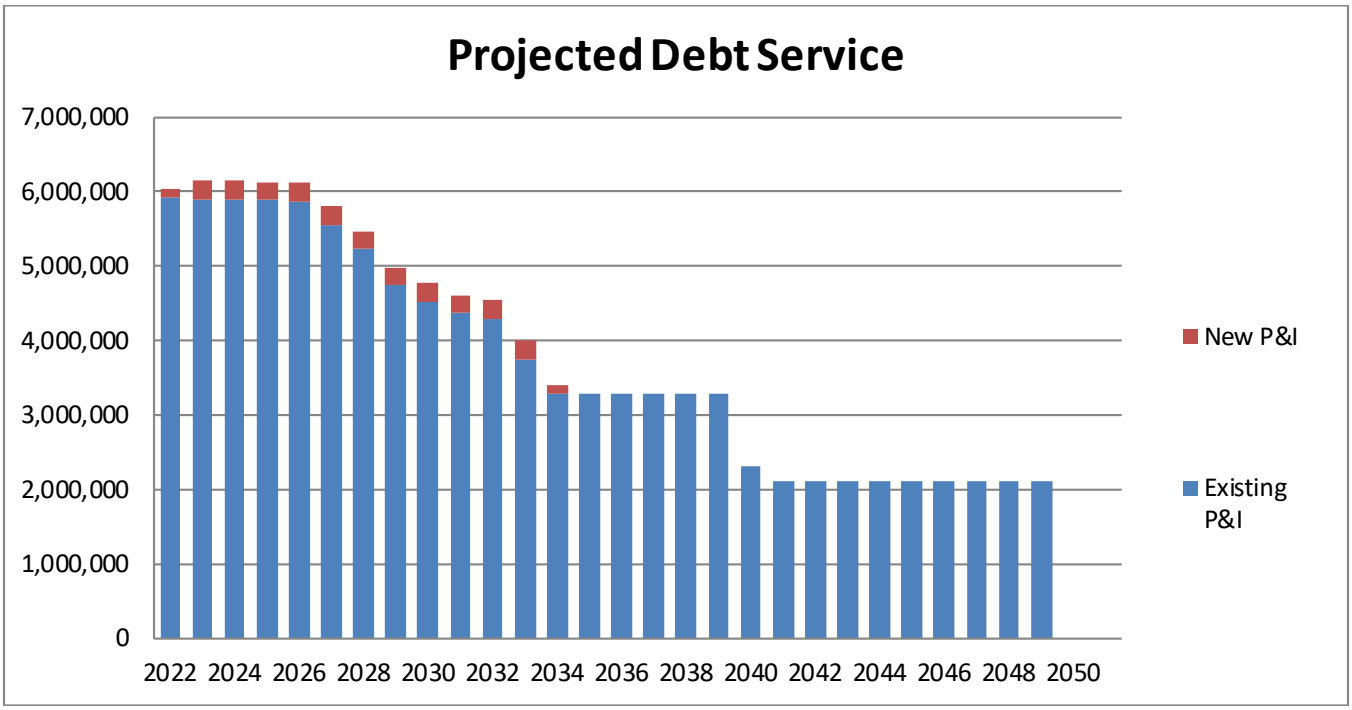
Operating Line Item Expenditures greater than $50,000 (excluding personnel compensation)

Description	2022 Budget	Description	2022 Budget
Medical Insurance(CHP)	$ 5,078,310	STD Claims	$ 115,000
Transit Diesel Fuel	1,691,000	Dues, Memberships, & Subscriptions	110,250
Bus Parts	1,504,300	Electric	106,400
Corporate Insurance Package	630,000	Accident Third Party Repairs	100,200
Property Tax Collection Fees	540,000	Mobile Ticketing CC Fee & Svcs	100,000
Bus Tire & Tubes	513,500	Weed Management	100,000
Janitorial Service and Supplies	508,400	Transit Unleaded Fuel	93,000
Transit Compressed Natural Gas	500,000	Scheduling Software Support	91,700
TOSV Regional Service Contract	471,629	Rental Expense - RFC	88,300
Alt Fica (Life Insurance, AD&D, LTD)	400,000	RFTA Training	88,000
Other Business Insurance	395,000	Data Processing	88,000
General Liability Claims	360,000	Data Processing Supplies	85,000
Trillium O&M	277,700	Inter Facilty Connectivity Service	85,000
Rental Expense - BG	265,300	Bus Internet VPN and WiFi	85,000
Professional / Legal Services	265,000	Rent	83,600
COVID-19 Cardiff Cleaning-GMF	260,800	SUTA Expense	77,800
WC Premiums	260,000	WC Claims	75,000
AVL/CAD Software Support	252,000	HAZMAT Dispoal	73,200
Building Repair and Maintenance	232,380	Repair and Maintenance	71,000
Materials & Supplies	226,300	Service Contracts	69,900
Security / Loss Prevention	220,000	Sales & Use Tax Collection Fees	69,000
Rental Expense - ASC	208,500	Office Equipment Rental/Repair	66,800
Rental Exp-Marolt Hsg Property	207,000	COVID-19 Temp Janitors-RP	66,000
Bus Third Party Repairs	206,000	HRA Deductable Reimb(CS-PPO)	65,000
Railroad Corridor Land Management	200,000	Staff Development / Training	63,500
We Cycle contribution	190,000	CCMSI Workers' Comp Claims	60,000
Oil, Lubricants, Antifreeze	184,400	Electric	60,000
FSA Employee Distribution(CS)	175,000	Advertising - Jobs	60,000
H S A Employer Match (HDHP)	162,000	Specal Project - COVID 19	58,000
Third Party COVID Testing Services	150,000	Trapeze Software Support	52,060
Rental Expense - Snms Inn	150,000	RFTA Cell phone	52,000
Natural Gas	147,300	Shop Tools & Equipment	51,500
Professional Services	135,000	Medical Insurance Broker	51,423
COVID-19 Preferred Clean-AMF	130,200	Electric - Compressors	51,400
One time, third party services	120,500	COVID-19 ECOS	50,000

Debt, Long term Commitments and Obligations

The Authority is not subject to legal debt limits.

Entering the 2022 year, the existing annual debt service is approximately $6.0 million.



The following represents the Authority's list of debt, long-term commitments and obligations reported in the General Fund:

- 2008 Capital lease include: 4.39%, purpose – employee housing purchase;
- 2011 Capital lease, 4.5%, purpose – office;
- 2016 Capital lease, 1.87%, purpose – bus replacement;
- 2019 Capital lease, 7%, purpose - automobile and truck purchase
- 2019 Capital leases, 6.32%, purpose – trails equipment
- Series 2020 Sales Tax Revenue Refunding Bonds, 4.0%, refunding of Series 2010A (Build America) and 2010B (Tax Exempt Bonds)
- 2021 Capital lease, 2.5%, purpose – bus expansion/replacement
- 2022 Capital lease, est. 2.5%, purpose – bus expansion/replacement

Debt, Long term Commitments and Obligations continued…

Principal and interest amounts by issuance to be paid during the Budget year are as follows:

Issuance	Principal	Interest	Issuance Total
2008 Employee housing	$ 133,239	$ 39,738	$ 172,977
2011 Office	$ 50,031	$ 26,345	$ 76,376
2016 Buses	$ 366,390	$ 46,987	$ 413,377
2019 Vehicle	$ 9,011	$ 631	$ 9,642
2019 Trails Equipment	$ 6,698	$ 1,921	$ 8,619
2019 Vehicle	$ 10,731	$ 751	$ 11,482
Series 2020 Sales and Use Tax Revenue Refunding and Improvement Bonds	$ 360,000	$ 165,000	$ 525,000
2021 Buses	$ 246,866	$ 65,398	$ 312,264
2022 Buses (Estimate)	$ 89,247	$ 31,000	$ 120,247
Total General Fund	**$ 1,272,213**	**$ 377,770**	**$ 1,649,984**

The following represents the Authority's list of debt, long-term commitments and obligations reported in the Debt Service Fund:

- Series 2012A Qualified Energy Conservation Bonds, 1.07%, purpose – CNG Project capital assets, AA Rating;
- Series 2013B Qualified Energy Conservation Bonds, est. 1.8% – AMF Recommissioning Project capital assets, Direct placement – no rating available;
- Series 2019 Sales and Use Tax Revenue Refunding and Improvement Bonds, est. 2.9% - Battery Electric Bus Pilot Project, AMF Fuel Farm Replacement Project, and GMF Maintenance Expansion Project, and SH82 Mid-Valley Bus Stop Improvement Project (capital assets), AA Rating;
- Series 2021 Property Tax Revenue Bonds. Est. 2.62% - GMF Expansion – Phases 2, 3, 4, 5, and 7; 27th Grade Separated Pedestrian Crossings of Highway 82 and 27th Street, and 27th Street Parking Expansion, AA Rating.

Principal and interest amounts by issuance to be paid during the Budget year are as follows:

Issuance	Principal	Interest	Issuance Total
Series 2012A Qualified Energy Conservation Bonds	$ 340,000	$ 163,832	$ 503,832
Series 2013B Qualified Energy Conservation Bonds	$ 75,000	$ 42,408	$ 117,408
Series 2019 Sales and Use Tax Revenue Refunding and Improvement Bonds	$ 965,000	$ 1,132,900	$ 2,097,900
Series 2021 Property Tax Revenue Bonds	$ 485,000	$ 1,195,600	$ 1,680,600
Total Debt Service Funds	**$ 1,865,000**	**$ 2,534,740**	**$ 4,399,740**

Operations Guide

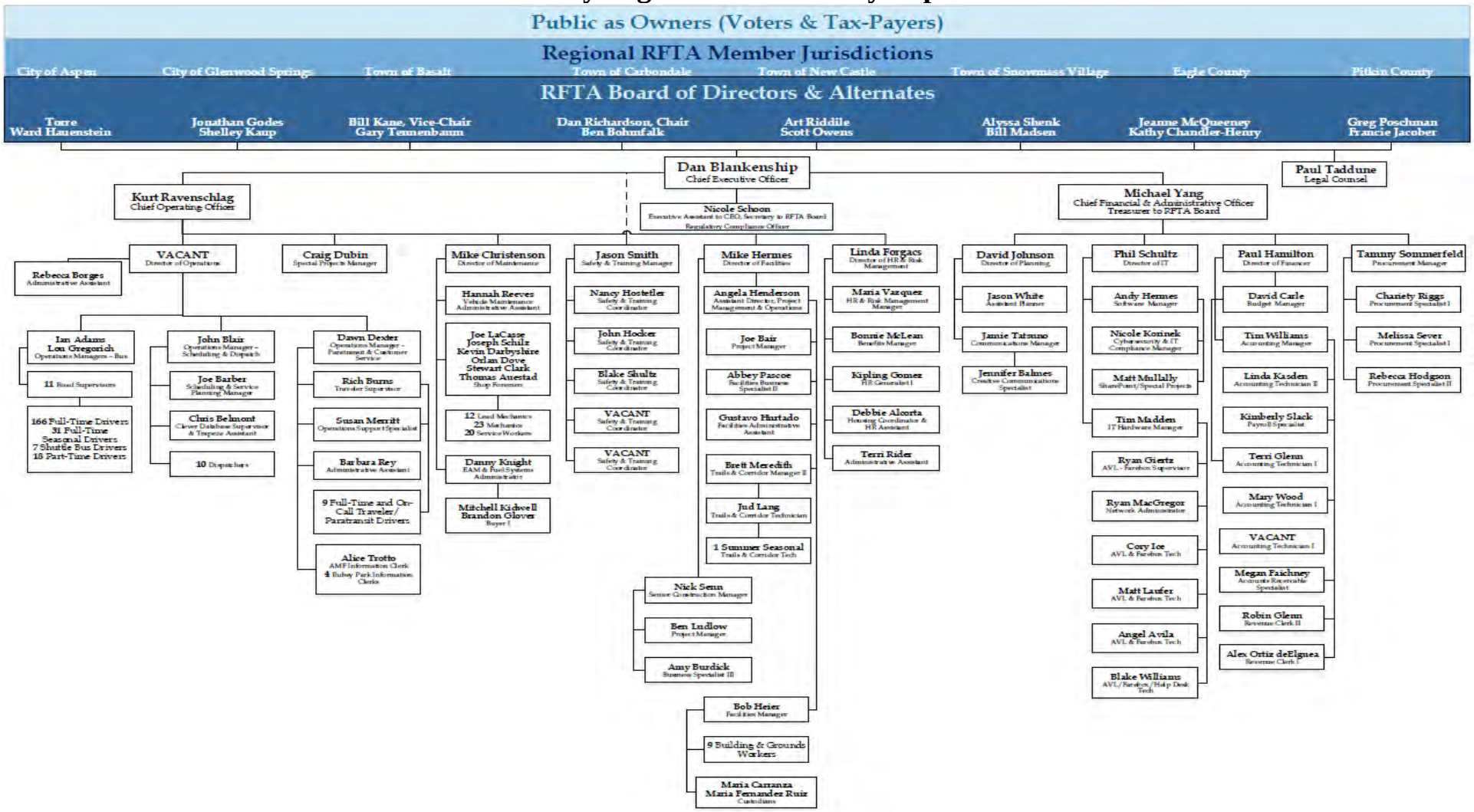
Description of Programs

- *Transit Program* provides commuter bus service throughout the Roaring Fork Valley and into the I-70 Corridor in Colorado.
- *Trails Program* maintains a multi-purpose pedestrian, bike and equestrian trail on the Authority owned, Rio Grande Rail Corridor.

Description of Functions and Departments

- *Transit Function* provides commuter transit services, maintains the fleet of transit commuter vehicles (buses):
    - Maintenance – Activities include maintenance, repair and cleaning of commuter buses and administrative vehicles, purchases bus parts and transit fuel, personnel recruitment and bus procurement.
    - Operations – Activities include personnel recruitment, management of the commuter bus service and customer service center for the Transit Program.
- *Trails & Corridor Function* is responsible for maintaining the multi-purpose pedestrian, bike and equestrian trail and managing the Rio Grande Rail Corridor:
    - The Trails and Corridor – Activities include maintenance and repair of the Authority owned trail, trails grant application and management.
- *Administrative Function* is responsible for all administrative activities:
    - General Counsel – Activities include Board governance policy support, contract, personnel and rail corridor legal support.
    - CEO – Activities include the overall management of the Authority, maintaining the official records of the Authority, procurement and maintenance of contracts, and safety and training.
    - Facilities - Activities include the maintenance and repairs of the buildings, grounds, bus stops and park n rides used by the Programs and management of capital projects.
    - Finance – Activities include maintaining the financial records of the Authority, budget, all accounting functions, debt service, cash management, and financial and grant reporting. Also, responsible for management of the Authority employee social security replacement 401(a) Plan.
    - Human Resources/ Risk Management – Activities include hiring of administrative personnel, procuring and maintaining employee benefits, procuring and management of all aspects of insurance.
    - Information Technology– Activities include maintaining the facilities and bus security systems, cybersecurity, computer hardware and software, data management, printers, voice over internet protocol telephone system, the electronic fare box system, ticket vending machines and Intelligent Transportation Systems.
    - Planning – Activities include developing and submitting proposals for federal and state grants, managing strategic planning efforts, and collaborating with regional planners on transit-oriented developments. Also responsible for the marketing and communication of Authority transit and trails programs.

Authority Organization Chart by Department/Unit



Summary Position Information

Department	2014	2015	2016	2017	2018	2019	2020	2021	2022	Change	Notes:
Operations	155.2	171.0	177.0	191.2	190.4	196.7	207.6	215.5	232.6	17.1	a
Maintenance	51.0	51.0	52.0	52.0	52.0	53.8	63.0	68.3	71.0	2.7	b
Facilities	17.4	18.4	18.4	18.4	20.4	19.4	19.4	19.7	18.3	-1.3	c
IT	11.0	11.0	10.0	10.0	10.8	11.0	13.0	13.8	12.3	-1.4	d
CEO	8.0	9.0	9.8	9.0	9.0	10.0	12.0	13.0	14.0	1.0	e
Traveler	8.9	8.7	8.4	8.2	7.8	7.7	8.0	8.2	6.4	-1.8	f
Finance	6.8	7.0	8.0	8.0	8.0	8.0	8.5	9.6	10.3	0.8	g
HR	4.0	4.0	4.0	5.0	5.0	5.0	6.0	6.0	6.0	0.0	
Planning	2.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	
Trails	1.6	1.6	1.6	1.6	1.6	1.6	2.2	2.9	4.3	1.4	h
Total	265.9	283.7	293.2	307.4	308.9	317.1	343.7	360.9	379.3	18.4	

(a) Based on service plan and change to 185 full-time employees; transfer of Service Planning Manager and Service Planner positions from IT to Operations; reallocation of Administrative Assistant time; addition of 3 new Transportation Supervisors and 1 Customer Service Specialist

(b) Four Full-time Non-CDL Bus Cleaners Added (conversion from Seasonal to Full-time)

(c) Administrative Assistant position budgeted as year round position; Reallocation of existing employees between Facilities and Trails Department

(d) ITS Farebox/AVL Tech position added for full year; Transfer of Service Manager and Planner positions from IT to Operations; addition of 1 Hardware Technician and 1 Systems Analyst Position

(e) Mobility Director position not budgeted in 2022; Addition of two Safety & Training Coordinators

(f) Change is due to PT/Seasonal Operator Job Positions based on anticipated service plan; vacancy of Relief Supervisor Position; and reallocation of Adm. Assistant position

(g) Change is due to retirement of former A/P Technician and addition of 1 Accounting Technician Position

(h) Reallocation of existing Facilities and Trails job positions

Other Planning processes

- Annual Board Retreat
  - During the first half of each year the Authority Board conducts a retreat to review strategic plans on an entity wide basis;

- Destination 2040 Plan (f/k/a Integrated Transportation System Plan (ITSP))
  - The Authority engaged consultants to develop an Integrated Transportation System Plan, which includes an organizational structure and efficiency review and determining future needs of the region while taking into consideration land use planning, Air Sage data/ridership demand estimation, public engagement, and information gathered from Technical Advisory Committee meetings.
  - A Financial Implementation Plan was developed for the range of operating and capital transit alternatives identified in order to identify potential revenue sources and financing strategies to address current gaps in services and enable the Authority to accommodate future demand.
  - At the August 2018 Board meeting, the Board unanimously approved calling an election in the fall to authorize the Authority to impose a uniform mill levy and issue bonds as a funding source to implement the RFTA Destination 2040 Plan (www.rfta2040.com). At the general election on November 6, 2018, voters approved ballot issue 7A and authorized the Authority to impose a 2.65 mill levy within its district and to start collecting property tax revenues in 2019 (for tax year 2018) and authorized up to $74.675 million of bonding authority. The RFTA Destination 2040 Plan includes the implementation of regional service enhancements and multiple capital projects throughout the service area for the next 20 years.

Other Planning processes continued:

- In 2019, RFTA implemented increased BRT service and Local regional service during the spring and fall seasons, and increased Grand Hogback service starting in the winter season to continue year-round. RFTA also started the design and planning processes for nearly all of the capital projects included in the plan. RFTA issued bonds in 2019 to provide the necessary funds needed for the construction of three projects in 2020: Aspen Maintenance Facility Phase 9 (Fuel Farm Replacement), SH82 Mid-Valley Bus Stop Improvement Project, and Glenwood Maintenance Facility Expansion – Phase 2.
- In 2021, RFTA issued bonds to provide the necessary local funds in combination with capital grants needed for three projects: Glenwood Maintenance Facility Expansion – Phases 3, 4, 5 & 7, Grade Septate Pedestrian Crossings of Hwy 82 and 27th Street, and 27th Street BRT Station Parking Expansion (property acquisition).

- Capital Planning Committee
  - Starting in 2019, with the 2020 Budget planning process, a newly formed internal committee utilized a new tool in order to evaluate, prioritize and potentially fund new projects submitted by staff throughout the organization in accordance with the Outcomes identified in the Board-approved Strategic Plan.

- Facility and Office Planning
  - The Authority has engaged consultants to review all major facilities and determine the needed capital maintenance and provide a capital maintenance program to ensure that these facilities will continue to function in an efficient and effective capacity.
  - An outside firm has been engaged to provide real estate and programming consulting services to define the Authority's existing office space and housing requirements and to define and forecast the organizations needs for the next 20 years of anticipated growth. The goal will be to obtain a comprehensive analysis of the organization's current and future housing and office needs and develop a high level strategic plan for meeting those needs.

<u>Budget process</u>

The Authority is a Special District Governmental Entity for State Budget reporting purposes and is subject to Colorado Local Government Budget Law, Section 29-1-101. The budgetary level of control is on a fund basis. Starting in July of each year the appointed Budget Officer and CEO prepare the budget in the following steps:

- Month of July
  - Revenue projections based on information obtained from participating governments;
  - Total personnel costs based on position compensation, taxes and benefit costs and additional service levels;
  - Obtain operating and capital appropriation requests from each department on a line item basis;
  - Obtain capital purchase requirements to maintain required service levels - bus purchases, etc;

Budget process continued…

- Month of August
  - Review Preliminary Budget Planning Initiatives, Assumptions, and Issues with the Board of Directors at the regularly scheduled Board Meeting to incorporate appropriate items into subsequent year's budget;
  - Incorporate service contract revenue based on operating costs and capital costs obtained in July;
  - Incorporate estimated operating changes, such as increased transit services;
  - Review condition of budget;
  - Request prioritization of previously received departmental capital appropriation requests if budget adjustment is necessary;

- Month of September
  - Prepare 1st draft budget for presentation to Board at the regularly scheduled Board Meeting;
  - Review budget priorities with the Board;
  - Adjust budget based on Board approved priority revisions to prepare a balanced budget;

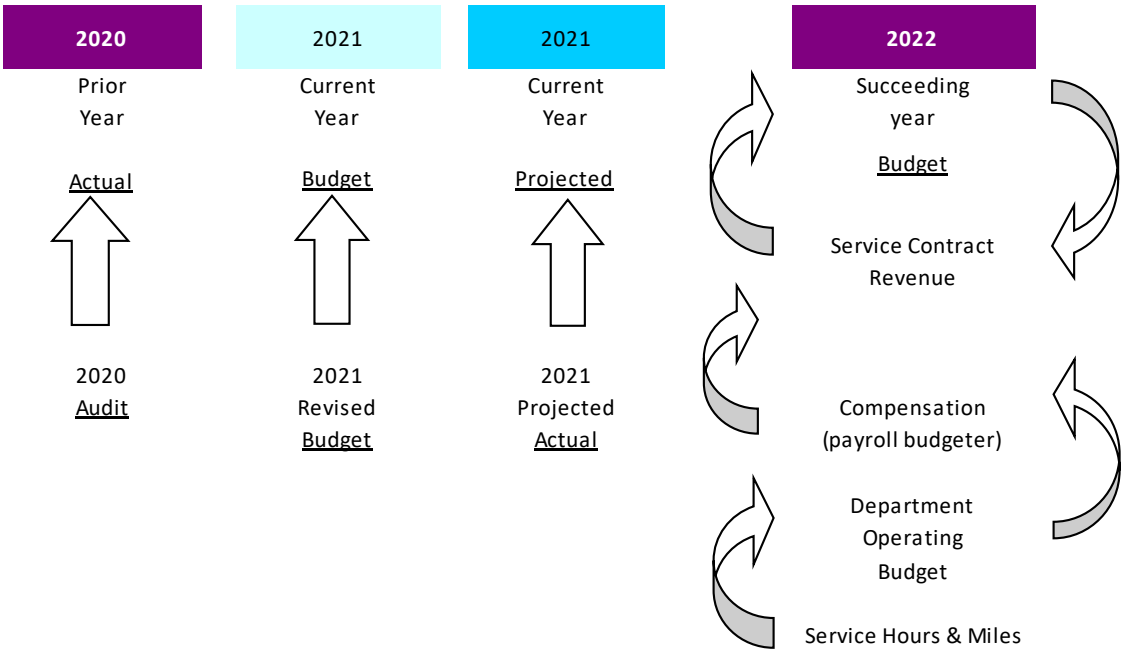
- Month of October
  - Present 2nd draft budget to Board at the regularly scheduled Board Meeting for comments, revising budget as necessary;
  - Update estimates such as transit service levels, benefits, insurance, etc. adjusting budget as necessary;

- Month of November
  - Present 3rd draft budget to Board at the regularly scheduled Board Meeting for comment revising budget as necessary;
  - Update estimates such as transit service levels, benefits, insurance, etc. adjusting budget as necessary;

- Month of December
  - Presentation and Adoption of the Budget – the governing body must publish public notice of a public hearing on the budget indicating the date and time of the meeting, information about the availability for inspection of the proposed resolution, and a statement that electors may file objections to the proposed budget at any time prior to the adoption of the budget. Once adopted, the final budget is submitted and filed with the State of Colorado and can be accessed on the RFTA website (https://www.rfta.com/public-documents/).
  - Certification of Mill Levy

2022 Budget

Budget process continued…



Amending the budget

Local governments must follow statutory procedures to authorize any spending in excess of the "appropriation" or spending authority of the budget. The appropriation must be made by fund within the budget and may be made by spending agency (a department, unit, commission, etc.) and the amounts appropriated shall not exceed the expenditures specified in the budget. The appropriation determines whether the budget must be amended in the statutory manner.

Transfer Appropriated Money: If the appropriation is by fund, that is, for the total amount of all the listed expenditures as originally budgeted… moneys may be transferred from one line item to another.. to one spending agency to another… within the fund without having to do a statutory budgetary amendment. However, if moneys are to be transferred between appropriated funds or between appropriated spending agencies within a fund, the budget must be amended in the statutory manner.

Supplemental Budget and Appropriation: If the local government receives revenues unanticipated or not assured at the time of the adoption of the budget from any source other than its property tax mill levy, the expenditure of such revenues requires the adoption of a supplemental budget and appropriation to authorize spending the "new" money above the initially appropriated amount.

Revised Appropriation: If revenues are lower than anticipated in the adopted budget, the governing board may adopt a revised (downward) appropriation resolution and so reduce spending to less than what was originally budgeted.

Steps to Amend the Budget: The steps to amend the budget for a budgetary transfer or a supplemental budget and appropriation are: publish, or if permitted post, the notice of meeting to amend the budget; conduct the hearing; adopt the budget amendment by formal action; and file a copy of the adopted resolution amending the budget with the Division of Local Government.
The notice of budget amendment must indicate the same information contained in the notice of budget for the adoption of the budget.

Timing: Spending in excess of the appropriation is not permitted. Therefore, the statutory amendment of the budget must occur before spending in excess of the original appropriation. Local governments may wish to consult with legal counsel and their auditor on this matter.

Summary of Colorado Local Government Budget Calendar

The following are excerpts from the calendar, prepared by the (Colorado) Department of Local Affairs and is a listing of the applicable deadlines for the budget process.

DATE	EVENT/ACTIVITY
October 15	Budget officer must submit proposed budget to the governing body. (C.R.S. 29-1-105) Governing body must publish "Notice of Budget" upon receiving proposed budget. (C.R.S. 29-1-106(1))
December 15	Deadline for certification of mill levy to County Commissioners (C.R.S. 39-5-128(1)). Local governments levying property tax must adopt their budgets before certifying the levy to the county. If the budget is not adopted by certification deadline, then **90 percent** of the amounts appropriated in the current year for operations and maintenance expenses shall be deemed re-appropriated for the purposes specified in such last appropriation. (C.R.S 29-1-108(2) and (3))
January 31 (plus one year)	A certified copy of the adopted budget must be filed with the Division. (C.R.S 29-1-113(1)).

Relationship between functional units (departments) and Financial Structure

Program Type	Department	Fund
Transit	**Service**	
	All Departments	General
Transit	**Service contracts**	
	All Departments	Special Revenue
Transit	**Bus stops & Park in Ride**	
	Facilities	Special Revenue
Transit	**Capital Projects**	
	Finance, Facilities	Capital Projects
	Finance	Debt Service
Trails	**Trails and Corridor Management**	
	Trails	General
	Trails/ Mid Valley Trails Committee	Special Revenue
Administration		
	Attorney, CEO, Finance, Procurement,	General
	Human Resources/ Risk Management	General
	Information Technology, Planning	General

Statistical and Supplemental Information

History

The Roaring Fork Transit Agency (RFTA) was formed by an intergovernmental agreement between the City of Aspen and Pitkin County in 1983. At that time, the City and Pitkin County services were merged to achieve economies of scale. The purpose of RFTA was to:

- Own, operate, and administer a public transportation system, both within and without the corporate limits of the City and County;
- Provide a level of service that was based on funding, ridership, convenience, and a mass transit incentive;
- Establish an organization framework through which public transportation could be provided to citizens and visitors as an alternative to the private automobile, and to assist in carrying out environmental and conservation policies.

Originally there was a 5-member board appointed by the City and County. Pitkin County was responsible for issuing the debt for RFTA and handled all the accounting functions. In addition, RFTA employees were considered employees of Pitkin County and both the City of Aspen and Pitkin County had to adopt RFTA's budget. Prior to the formation of RFTA, the City of Aspen operated city routes and skier shuttles and Pitkin County provided commuter services between Aspen and El Jebel.

In 2000, it became apparent the demand for transit services was growing much faster than could be met with the current organizational structure. At that time, approximately 50% of all trips that started down valley stayed down valley and down valley was the area of most rapid and consistent ridership growth.

In November of 2000, the voters of the Roaring Fork Valley approved the establishment of the Roaring Fork Transportation Authority (RFTA). At that time, the authority encompassed five towns and two counties that include the City of Glenwood Springs, Town of Carbondale, Town of Basalt, Town of Snowmass, City of Aspen, Pitkin County, and Eagle County. The purpose of the new RFTA was to maintain and improve the regional transit services; provide funding to build and maintain the regional trail; conduct regional transportation planning; leverage grant monies from federal, state, and local sources; provide funds to maintain the Corridor right of way; contract with local governments and private companies to provide transit services.

As part of the formation of RFTA, the existing Roaring Fork Transit Agency and the Roaring Fork Holding Authority were merged into one entity, the Roaring Fork Transportation Authority.

In November 2004, the Town of New Castle joined the Authority.

History continued…

In November 2008, Authority Electorate passed a 0.4% sales tax increase for the construction and implementation of a Bus Rapid Transit (BRT) system to enhance regional service. The BRT service known as VelociRFTA was implemented in September 2013 making it the nation's first rural bus rapid transit system. VelociRFTA introduced buses powered by compressed natural gas into RFTA's fleet of primarily diesel buses.

In November 2018, Authority Electorate passed a 2.65 mill levy to authorize RFTA to impose a property tax and approve up to $74.675 million of bonding authority for the implementation of the RFTA Destination 2040 Plan which includes service enhancements and capital projects over the next 20 years.

On December 3, 2019, in collaboration with the City of Aspen and the Elected Officials Transportation Committee, RFTA placed its Battery Electric Bus Pilot Fleet of 8 buses into revenue service primarily in the upper valley. This marks a step forward in the electrification of a portion of RFTA's fleet as part of the RFTA Destination 2040 Plan.

Economic and Demographic Information

The following information is provided to provide general information concerning selected economic and demographic conditions existing in the area within which RFTA serves. The statistics presented below have been obtained from the referenced sources.

Population. The following table sets forth permanent population statistics for the City of Glenwood Springs, the Towns of Basalt and Carbondale, and Eagle, Garfield and Pitkin Counties.

Population

Year	Glenwood Springs	Carbondale	Basalt	Garfield County	Eagle County	Pitkin County
1970	4,106	726	416	14,821	7,498	6,185
1980	4,637	2,084	529	22,514	13,320	10,338
1990	6,375	3,004	1,128	29,974	21,928	12,661
2000	7,736	5,196	2,681	43,791	41,659	14,872
2010	9,614	6,427	3,857	56,389	52,197	17,148
2019[1]	9,962	6,892	4,116	60,168	55,070	17,756

[1]Estimate. According to Bureau of the Census officials, 2020 population figures are not expected to be available until late 2021 or early 2022 due to delays resulting from COVID-19.
Source: U.S. Department of Commerce, Bureau of the Census; State of Colorado, Division of Local Government, Demographic Section

Major Employers. The following table sets forth selected major employers in the area.

2020 Major Employers in the Area

	Employer	Type of Business	Number of Employees
1	Aspen Skiing Company	Ski Resort	4,181
2	Valley View Hospital	Healthcare	1000-1250
3	Roaring Fork School District RE-1	Schools	1000-1250
4	Garfield County School District RE-2	Schools	500-999
5	Colorado Mountain College	Schools	500-999
6	Grand River Hospital	Healthcare	500-999
7	Garfield County	Government	500-999
8	Aspen Valley Hospital	Healthcare	520
9	City Market	Retail	250-499
10	Walmart	Retail	250-499
11	Aspen School District	Schools	440
12	Roaring Fork Transportation Authority	Government	413
13	Pitkin County	Government	331
14	City of Aspen	Government	319
15	Hotel Jerome	Hotels	223

Sourc: Pitkin County and Garfield County

History of Retail Sales

The following table sets forth taxable retail sales figures with respect to the Cities of Aspen and Glenwood Springs (historically, the two RFTA member jurisdictions with the highest taxable retail sales) for the last five calendar years for which such amounts are available, as reported by Aspen and Glenwood Springs in their most recent respective Comprehensive Annual Financial Reports. In 2015 and prior years, the Colorado Department of Revenue provided information on historical taxable retail sales for all of RFTA's member jurisdictions, but such information is, after 2015, no longer available. The numbers presented by Aspen and Glenwood Springs reproduced below are computed on different bases from the information previously provided by the Department of Revenue and therefore, the following table is not directly comparable with the tables providing the Department of Revenue-sourced information contained in past RFTA Official Statements. Such data is provided below solely for the purpose of demonstrating retail sales trends in Aspen and Glenwood Springs

Historical Taxable Retail Sales

Year	Aspen	Glenwood Springs
2014	528,017,258	553,061,909
2015	589,397,745	601,887,090
2016	657,834,235	474,487,618
2017	730,414,353	466,081,550
2018	759,597,077	493,661,099
2019	819,757,640	516,773,452
2020	766.222.662	490,236,731

Source: Comprehensive Annual Financial Reports of the Cities of Aspen and Glenwood Springs for the year ended December 31, 2020

Tourism. Year-round tourism and skiing related businesses account for a significant portion of the employment and earned income of area residents. The area provides a variety of winter activities including skiing, ice fishing, camping, Nordic skiing, ice skating snowmobiling, and snowshoeing. Summer activities include golfing, bicycling, boating, fishing, rafting and kayaking, horseback riding, camping, hiking, and cultural activities. Major tourist attractions within the area include: the Hot Springs Lodge and Pool located in the City of Glenwood Springs, open year round, which is one of the largest naturally heated outdoor mineral pools in the world; the Colorado and Roaring Fork Rivers, which provide for white water rafting and fishing; and the two million acre White River National Forest which offers hiking, camping, hunting, snowmobiling, and downhill and cross country skiing.

The Ski Industry in the State. Colorado Ski Country USA ("CSCUSA"), is the not-for-profit trade association representing 24 of Colorado's 34 ski and snowboard resorts. Among the areas not included in CSCUSA's statistics are the Vail Resorts and its four ski areas of Vail, Beaver Creek, Keystone and Breckenridge. On June 11, 2018, CSCUSA reported that skier visits for the 2017/2018 ski season totaled approximately 7.1 million visitors at its 24 member ski resorts. Although skier visits were down approximately 2% from the 2016/2017 season, the total is just slightly ahead of the five-year average.

There are five major ski areas in RFTA's service area including Aspen Mountain, Aspen Highlands, Buttermilk, Snowmass, and Sunlight. In addition, Vail, Beaver Creek and Powderhorn ski resorts are within approximately 90 minute drives from Glenwood Springs, presuming normal road and traffic conditions.

Pitkin County Ski Industry. The ski industry in Pitkin County has expanded from a one mountain operation in 1946 to four mountains today. The ski area operator is the Aspen Skiing Company ("ASC"). Its operation includes Aspen Highlands, Aspen Mountain, Buttermilk and Snowmass. In addition to the four on-mountain ski and snowboard operations, ASC operates two hotels, Little Nell Hotel and the Limelight Lodge in Aspen, a private residences club, restaurants, and retail and rental shops.

Development. As reported by ASC, located at the base of Snowmass Ski Area in the heart of Snowmass Village, Colo., Snowmass Base Village ("SBV") is a $600 million mountain-resort development, currently the largest under construction in North America. This approximately 10-year project will add lodging, residences and amenities to the world-class resort. Completion of the first phase of SBV construction was slated for November 2018, with the grand opening being held in mid-December 2018, and includes the Limelight Hotel, ski-in/ski-out residences, public events plaza with ice skating rink and community building.

Garfield County Ski Industry. Garfield County is home to Sunlight Mountain Resort ("Sunlight"). Sunlight offers more than 680 acres of skiable terrain and a nice mix of beginner, intermediate, and expert terrain, skiers and snowboarders of all ability levels. Sunlight also offers approximately 29 kilometers of groomed cross country and snowshoe trails.

Communities served

The Roaring Fork Transportation Authority connects the Roaring Fork Valley and U.S. Interstate 70 communities as well as Aspen, Snowmass, Aspen Highlands and Buttermilk ski areas and the Maroon Bells wilderness area by commuter transit services. Additionally, the Authority owns and maintains a multi-purpose trail along the Roaring Fork Valley.

Aspen and the Maroon Bells
Downhill skiing, hiking, rafting, biking, outdoor concerts, water sports and cultural pursuits. Thanks to Aspen's modern founders, Walter and Elizabeth Paepcke, the Aspen Idea of nurturing mind, body and spirit is firmly established in the community. Local calendars are packed with music and dance performances, lectures and art exhibits, offered by some of the most celebrated names in the world as well as remarkable, homegrown talent. Every summer the Aspen Music Festival brings classical music to the concert halls and the streets of town.

Aspen, Snowmass, Aspen Highland and Buttermilk Ski areas
Seasonally, the Authority provides commuter bus service to the four mountains operated by the Aspen Skiing Company. These four mountains combine to provide over 5,300 acres of terrain and boundless dining and nightlife for visitors and locals.

Snowmass Village
Tucked high in the Brush Creek Valley, the Town of Snowmass Village is surrounded by a spectacularly scenic wilderness area and National Forest. This resort community offers plentiful on-mountain winter and summer activities, including the second largest ski mountain in Colorado, largest network of free Nordic trails in the county, lift-serve mountain bike trails and one of the best music scenes in Colorado.

Basalt
Located at the gate of the Frying Pan Valley along the Gold Medal waters of the Roaring Fork and Frying Pan Rivers in the White River National Forest at an elevation of 6,610 feet. Outdoor enthusiasts enjoy camping, boating, fishing, hiking, golfing, biking, snow shoeing and cross-country and downhill skiing, all within a 15-mile radius and Ruedi Reservoir offers the most beautiful setting for windsurfing, sailing and skiing. Galleries highlight local and international artists, and shopping abounds with boutique shops offering great keepsakes and specialty items.

Carbondale
At an altitude of 6,181 feet, and resting in the magnificent shadow of 12,953-foot Mount Sopris, the Carbondale area is characterized by an average of 295 days of sunshine, low humidity, cold but mild winters and comfortable summers. Carbondale is a great base camp for recreation enthusiasts. There is plenty to do including hiking, biking, golfing, kayaking, and world-class fly fishing. In winter, experience excellent cross-country skiing.

Glenwood Springs
Home of the world's largest hot springs swimming pool, and our setting at the confluence of the Roaring Fork River and the Colorado River make us a natural fit for year-round fun. Our local ski area caters to all abilities—as do our raft guides.

Communities served (continued)…

New Castle
The only member community located on U.S. Interstate 70, New Castle is minutes away from hiking, biking, fishing and golfing and less than an hour from world-class skiing, snowmobiling, cross-country skiing, climbing and beautiful high-mountain scenery.

Board of Directors

Member Jurisdiction	Board Member	Alternate Board Member
City of Aspen	Torre	Ward Hauenstein
City of Glenwood Springs	Jonathan Godes	Shelley Kaup
Eagle County	Jeanne McQueeney	Kathy Chandler-Henry
Pitkin County	Greg Poschman	Francie Jacober
Town of Basalt	Bill Kane	Gary Tennenbaum
Town of Carbondale	Dan Richardson	Ben Bohmfalk
Town of New Castle	Art Riddile	Scott Owens
Town of Snowmass Village	Alyssa Shenk	Bill Madsen

Transit service area map:

Transit Services

In order to meet the needs of the residents of the region, RFTA provides various types of service as described below. RFTA has transit service contracts with Aspen, Glenwood Springs and the Aspen Skiing Company.

Valley Commuter Services. RFTA operates a year-round commuter bus system along the State Highway 82 corridor serving Aspen, Snowmass Village, Basalt, El Jebel, Carbondale and Glenwood Springs. This service is available every half hour weekdays throughout the year. On weekends during the spring and fall, service is available every half hour during peak periods and hourly during non-peak periods. In addition to cash fares, RFTA offers passengers a variety of discounted multi-ride passes.

VelociRFTA Bus Rapid Transit (BRT) Services. The first rural bus rapid transit system in the country provides daily commuter BRT service with limited stops along State Highway 82 corridor with travel times between Glenwood Springs and Aspen in about an hour and with buses available every 12 minutes or less during peak commuting times.

Grand Hogback Commuter Services. RFTA operates the Grand Hogback service in the I-70 corridor from 5:20 a.m. until 8:15 p.m., seven days a week. There are nine eastbound and seven westbound trips each day. This service was implemented in April 2002. Beginning December 2019, service between Glenwood Springs and New Castle increased to every half hour over major portions of the day. Fares are collected from passengers according to a distance-based zone system. In addition to cash fares, RFTA offers passengers a variety of discounted multi-ride passes. Beginning in with the winter season of 2020/2021, the service was modified to reflect the effects of the COVID-19 pandemic, where one trip was reduced in the schedule. The 2022 Budget does reflect pre-COVID-19 service levels.

Service Contracts.

- *Aspen Skiing Company Skier Shuttles*. Public shuttle services connect all four ski mountains with transit vehicles running every 15 minutes, or more frequently, between the hours of 8:00 a.m. and 4:45 p.m. from Thanksgiving to mid-April. These services are paid for by the Aspen Skiing Company, are free to the public, and are integrated with Aspen and RFTA regional transit services. The Aspen Skiing Company pays RFTA the fully allocated cost of operating this service and a pro-rated share of capital expenses.

- *Ride Glenwood Springs*. RFTA operates two heavy-duty transit vehicles on a route extending from the Roaring Fork Market Place on the south side of Glenwood Springs, through the commercial core, to west Glenwood Springs, terminating at the Glenwood Springs Meadows. Glenwood Springs pays to RFTA the fully allocated operating cost of this service and is responsible for replacing its own vehicles.

Transit Services (continued):

- *City of Aspen*. RFTA operates a variety of services pursuant to a contract with Aspen. Aspen pays RFTA the fully allocated operating cost of these services and is responsible for replacing its own vehicles.

    - *Fixed Routes*. There are three fixed routes within Aspen, which are: Cemetery Lane, Castle Maroon and Hunter Creek. These routes serve residential neighborhoods adjoining downtown Aspen. These services are paid for by Aspen and are free to the user. These services operate from 6:20 a.m. until 2:00 a.m. during winter and summer and from 7:00 a.m. until midnight during the spring and fall seasons.

    - *Dial-A-Ride Services*. The East End Dial-A-Ride provides service two times per hour year-round. This service is free to those users who catch the bus along the fixed route. Those who call to be picked up at their door pay $1.00. This service operates from 6:30 a.m. until 1:45 a.m. during winter and summer and from 7:00 a.m. until 7:45 p.m. during the spring and fall seasons.

    - *Highlands Direct Service*. The Highlands Direct service provides direct service between Rubey Park in downtown Aspen and the Highlands Base Village. This service operates in winter and summer only and is paid for by Aspen and is free to users.

    - *Galena Street Shuttle*. The Galena Street Shuttle connects Aspen Mountain, on the south side of Aspen, to the Rio Grande parking garage, Post Office, Hunter Creek and the Art Museum on the north side of Aspen. Service typically begins at 8:15 a.m. and ends at 5:00 p.m. daily during winter and summer. This service is free to the public.

    - *Cross Town Shuttle*. The Cross Town Shuttle connects the West End and East End of Aspen, with half-hour service by a fixed route that travels from the Music Tent via 5th Street and Gillespie to 4th Street, 4th Street to Hallam Street, Hallam Street to Monarch Street, Monarch Street to Durant Avenue, Durant Avenue to Original Street, Original Street to Ute Avenue, and Ute Avenue to the Aspen Club. This service operates in the winter and summer seasons only. The general hours of operation are 8:00 a.m. until 9:00 p.m. during the winter and 7:54 a.m. to 11:00 p.m. during the summer. This service is free to the public.

    - *Aspen Music Festival Service*. During the summer, scheduled shuttle services are provided for patrons and students of the Aspen Music Festival. Shuttle services to and from the Music School campus, the Music Tent and Burlingame seasonal housing are provided. This service is free to the public

Transit Services (continued):

- *Burlingame/Westside Service*. The Burlingame/Westside service connects downtown Aspen with the Burlingame affordable housing development. The service operates year-round every 30 minutes and begins at 6:35 a.m. and ends at 12:20 a.m. This service is free to the public.

- *Traveler Senior Transportation Program.* Garfield County contracts with RFTA to provide the Traveler Senior Transportation Program (the "Traveler"), which serves the elderly and persons with disabilities who reside in Carbondale, Glenwood Springs, New Castle, Silt, Rifle, Parachute, and unincorporated portions of Garfield County. Garfield County defrays approximately 50% of the cost of the Traveler, RFTA defrays the allocated operating costs for its member jurisdictions, Carbondale, Glenwood Springs, and New Castle, and the balance of the service costs are paid for by the other participating jurisdictions, passenger donations, and grants. Capital costs for vehicles are derived from a capital reserve fund, contributions from Garfield County and RFTA, and State, federal and local grants.

Miscellaneous Services.

- *MAA/Burlingame Service*. This summer shuttle service is funded by the Music Associates of Aspen and provides transportation for music students between Burlingame affordable housing development, the Music School campus on Castle Creek Road, and the Music Tent in the west end of Aspen. No fare is charged for this service.

- *Maroon Bells Bus Tour*. From mid-June to the first weekend October each year, RFTA operates the Maroon Bells Bus Tour (the "Bells Tour"), which is staged from the Aspen Highlands Base Village. The Bells Tour is an award winning narrated tour of the Maroon Creek Valley, which delivers passengers to the Maroon Bells mountain formation and the Maroon Bells/Snowmass wilderness area. RFTA cooperates with the U.S. Forest Service to close the road to other motorized traffic throughout the summer. In the summer of 2020, a Maroon Bells Reservation System and Call Center was implemented to manage overcrowding and an increased fare of $15.95 is charged for the bus tour. For the summer of 2021, the fares were changed to $16.00 for an adult to purchase an advance purchase of a tour and $20.00 for a walk-in fare; $10.00 for a Senior/Child to purchase an advance purchase of a tour and $14.00 for a walk-in fare; and $10.00 for a one-way Downhill Rider Fare.

- *The Pitkin County Senior Van*. The Pitkin County Senior Van (the "Senior Van") is a vital link to the Senior Nutrition Program, Meals on Wheels program, Information and Referral services, outreach services, doctor appointments, shopping, and social outings. The Senior Van operates from 8:00 a.m. until 5:00 p.m., Mondays, Wednesdays and Fridays and from 8:30 a.m. until 3:30 p.m. on Thursdays. The service is free and primarily serves residents of Aspen, Snowmass Village and unincorporated areas of Pitkin County in the upper Roaring Fork Valley.

Transit Services (continued):

- *Americans with Disabilities Act ("ADA") Service*. Federally mandated ADA service is provided to disabled passengers within Aspen, to the airport, and the Maroon Bells. To reserve service, people must call RFTA during normal business hours the day before the service is desired. RFTA will dispatch a lift-equipped vehicle to transport ADA passengers, at no charge, within Aspen and to the airport. The cost for ADA service to the Maroon Bells is twice the normal fare. ADA service is also provided in conjunction with Ride Glenwood bus service and the Traveler.

- *Community Charter Service*. RFTA operates a limited amount of charter service.

Service Contract Formula Methodology

Contract information can be obtained in electronic format by contacting RFTA's Finance Department.

Service contracts are progress billed monthly based on budgeted costs, actual mileage and hours. The Authority's financial statements are audited and an adjustment billing is prepared based on audited, actual costs; no further adjustments to what previously has been billed is required unless the audited costs vary by more than 3% from the year-end adjusted costs.

Step 1: Total operating costs budgeted are categorized into a transit or trail cost.

		Contract Allocation	
Program Type	**Department**	**Transit**	**Trails**
Transit	Operations	100%	
	Maintenance	100%	
	Facilities	98%	2%
Trails	Trails/ Mid Valley Trails		100%
Administrative Support	Attorney	50%	50%
	Board	92%	8%
	CEO	92%	8%
	Finance	98%	2%
	Human Resources/ Risk Management	98%	2%
	Information Technology	92%	8%

Step 2: Budgeted transit costs are categorized as a fixed cost, direct hourly or direct mileage cost. Note: All costs are not treated the same for all contracts and not all costs are categorized.

Step 3: Total categorized costs are divided by RFTA's projected annual mileage or hours to determine a fixed cost per hour, direct hour and direct mileage cost factor for each service contract.

Service Contract Formula Methodology (continued):

Example of a calculation of cost factors:

COST CATEGORY	Est. Cost	Est. Hours	Est. Miles		Mile/Hr.
Total Fixed Costs	19,777,021	359,856	N/A		54.96
Total Direct Hours Costs	17,956,495	359,856	N/A		49.90
Total Direct Mileage Costs	12,196,080	N/A	5,807,794		2.10
Total	49,929,596				

Each service contract is charged based on following formula; (1) actual route mileage and route hours times the direct cost factors (miles or hours) plus (2) route hours times the fixed cost factor plus (3) training costs based on percentage of route hours to total RFTA hours and (4) capital cost based on percentage of route mileage to total RFTA mileage.

Glossary of Financial, Budget and Transit Terms

Automatic Vehicle Location (AVL) – Is a means for automatically determining and transmitting geographic location of a vehicle using Global Positioning System (GPS) technology, cellular communications, street-level mapping, and an intuitive user interface, with the goal of improving fleet management and customer service.

Budget - A financial plan which estimates proposed expenditures for a given period and the proposed methods of financing them.

Bus Rapid Transit (BRT) - It's a significantly enhanced bus system that operates in bus lanes or mixed traffic. BRT combines the flexibility and cost savings of buses with the efficiency, speed, reliability, and amenities of rail. Because BRT vehicles use Compressed Natural Gas, the system will help reduce emissions as well as local dependence on foreign energy sources. Typical BRT elements include:

- exclusive travel lanes where possible, that help speed service during peak travel hours
- roadway enhancements to enable buses to circumvent congestion, such as signal priority and queue bypass lanes for buses at congested intersections.
- stations, park & rides, and improved bus stops
- easy-to-board, ADA-compliant vehicles
- AVL that tracks buses and provides real-time information to passengers waiting at bus stops

Capital Assets - Land, improvements to land, easements, buildings, building improvements, vehicles, machinery, equipment, works of art and historical treasurers, infrastructure, and all other tangible or intangible assets that are used in operation s and that have initial useful lives extending beyond a single reporting period.

Colorado Department of Transportation (CDOT) – the agency of Colorado government that administers state government transportation responsibilities in the State of Colorado.

Computer-Aided Dispatch (CAD) – Is a method of dispatching mass transit vehicles assisted by computer where persons in a dispatch center are able to easily view and understand the status of all units being dispatched. .

Expenditures - Decrease in net financial resources other than through inter fund transfers.

Expenses - Outflows of assets or occurrences of liabilities from delivering or producing goods or rendering services.

Farebox Recovery Ratio – The percentage of total operating revenues that passengers pay through fares.

Federal Transit Administration (FTA) – is an agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems.

Function – a group of related activities aimed at accomplishing a major service or regulatory responsibility

Fund - A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes therein, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance - The difference between assets and liabilities reported in a governmental fund. Fund balance is divided into reserved and unreserved portions.

Fund Classifications - One of the three categories (governmental, proprietary, and fiduciary) used to classify fund types.

Fund Type - One of 11 classifications into which all individual funds can be categorized. Governmental fund types include the general fund, special revenue funds, debt service funds, capital projects funds, and permanent funds. Proprietary funds types include enterprise funds and internal service funds. Fiduciary fund types include pension (and other employee benefit) trust funds, investment trust funds, private-purpose trust funds, and agency funds.

Generally accepted accounting Principles (GAAP) – Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

GFOA – Government Finance Officers Association. The purpose of the Government Finance Officers Association is to enhance and promote the professional management of governments for the public benefit by identifying and developing financial policies and practices and promoting them through education, training and leadership.

Governmental Fund – Funds generally used to account for tax-supported activities. There are five different types of governmental funds: the general fund, special revenue funds, debt service funds, capital projects, and permanent funds.

Government-Wide Financial Statements - Financial statements that incorporate all of a government's governmental and business-type activities, as well as its non-fiduciary component units. There are two basic government-wide financial statements: the statement of net assets and the statement of activities. Both basic government-wide financial statements are presented using the economic resources measurement focus and the accrual basis of accounting.

Infrastructure - Long-lived capital assets that normally are stationary in nature and normally can be preserved for a significantly greater number of years than most capital assets. Examples of infrastructure assets include roads, bridges, tunnels, drainage systems, water and sewer systems, dams, and lighting systems.

Long-Term Budget - A budget prepared for a period longer than a fiscal year. Long-term budgets concerned with capital outlay and capital improvement programs are referred to as capital budgets.

Long-Term Debt - Debt with a maturity date of more than one year after the date of issuance.

Major Fund - A governmental fund or enterprise fund reported as a separate column in the basic fund financial statements. The general fund is always a major fund. Otherwise, major funds are funds whose revenues, expenditures/expenses, assets, or liabilities are at least 10 percent of corresponding totals for all governmental or enterprise funds and at least 5 percent of the aggregate amount for all governmental and enterprise funds for the same item. Any other government or enterprise fund may be reported as a major fund if the government officials believe that fund is particularly important to financial statement users.

Modified Accrual Basis - A basis of accounting in which revenues should be recognized in the accounting period in which they become measurable and available. Expenditures should be recognized in the accounting period in which the fund liability is incurred, if measurable.

NACSLB – National Advisory Council on State and Local Budgeting. The NACSLB was formed in the spring of 1995. The Council was established with a three year mission to improve state and local government budgeting through identification and dissemination of good budget principles and practices. The Council subsequently prepared a document that outlined a framework for improved state and local government budgeting and recommended budget practices.

Net Assets - The difference between assets and liabilities accounts.

Other Financing Source - An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Use - A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Park and Ride – facilities where car parks with connections to public transportation that allow commuters and other people headed to city centers to leave their vehicles and transfer to a bus for the remainder of their journey.

Program – include a group of activities, operations or organizational units directed at attaining specific purposes or objectives

Resolution - A special or temporary order of a legislative body requiring less legal formality than an ordinance or statute; used by governing boards of counties and special districts as a means for taking formal action.

Short-Term Debt - Debt with a maturity of one year or less after the date of issuance.

2022 Budget

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2022 Budget

Appendix I

Detailed General Ledger

Authority bus providing regional service during the ESPN Winter X Games at Buttermilk Mountain.

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
11												
12	**REVENUES**											
13												
14	**Sales and Use Tax:**											
15	Pitkin 0.5% transit tax dedicated to RTA	5,964,337		6,503,000		**6,230,000**		265,663	4.5%		(273,000)	-4.2%
16	Pitkin 1% transit tax dedicated to RTA	6,491,188		7,099,000		**6,778,000**		286,812	4.4%		(321,000)	-4.5%
17	Sales tax withheld	542,000		542,000		**542,000**		-	0.0%		-	0.0%
18	Pitkin 0.4% RTA Tax	914,284		903,000		**865,000**		(49,284)	-5.4%		(38,000)	-4.2%
19	Aspen 0.4% RTA Tax	3,764,885		4,220,600		**4,402,000**		637,115	16.9%		181,400	4.3%
20	Snowmass Village 0.4% RTA Tax	802,469		883,700		**937,000**		134,531	16.8%		53,300	6.0%
21	Basalt 0.8% RTA Tax	1,615,777		1,790,400		**1,880,000**		264,223	16.4%		89,600	5.0%
22	Carbondale 1.0% RTA Tax	1,615,521		1,754,000		**1,842,000**		226,479	14.0%		88,000	5.0%
23	New Castle 0.8% RTA Tax	438,759		397,500		**409,000**		(29,759)	-6.8%		11,500	2.9%
24	Glenwood Springs 1.0% RTA tax	4,702,442		5,389,400		**5,389,000**		686,558	14.6%		(400)	0.0%
25	Eagle County 90% tax - transit	807,621		923,600		**933,000**		125,379	15.5%		9,400	1.0%
26	Eagle County RTA 0.6% Tax	258,670		281,400		**284,000**		25,330	9.8%		2,600	0.9%
27	Unidentified Sales Tax	237		-		**-**		(237)	-100.0%		-	0.0%
28	Vehicle Sales Tax	1,072,048		1,163,600		**967,000**		(105,048)	-9.8%		(196,600)	-16.9%
29	**Subtotal Sales Tax**	**28,990,238**		**31,851,200**		**31,458,000**		**2,467,762**	**8.5%**		**(393,200)**	**-1.2%**
30	Use Tax	373,762		466,400		**423,900**		50,138	13.4%		(42,500)	-9.1%
31	**Sales and Use Tax Total**	**29,364,000**		**32,317,600**		**31,881,900**		**2,517,900**	**8.6%**		**(435,700)**	**-1.3%**
32												
33	**Property Tax:**											
34	Pitkin County	9,066,000		9,312,100		**9,822,000**		756,000	8.3%		509,900	5.5%
35	Eagle County	651,000		667,500		**731,000**		80,000	12.3%		63,500	9.5%
36	Garfield County	1,228,000		1,301,300		**1,323,000**		95,000	7.7%		21,700	1.7%
37	**Property Tax Total**	**10,945,000**		**11,280,900**		**11,876,000**		**931,000**	**8.5%**		**595,100**	**5.3%**
38												
39	**Fees:**											
41	Corridor licenses & leases	55,000		64,300		**55,000**		-	0.0%		(9,300)	-14.5%
43	**Fees Total**	**55,000**		**64,300**		**55,000**		**-**	**0.0%**		**(9,300)**	**-14.5%**
44												
58	**Grants:**											
59	FTA Section 5311 Operating Grant	1,201,678		1,201,678		**1,767,530**		565,852	47.1%		565,852	47.1%
60	CDOT FASTER Operating Grant	200,000		200,000		**200,000**		-	0.0%		-	0.0%
64	FTA 5311 Cares Act Grant-Phase 3	300,000		300,000		**-**		(300,000)	-100.0%		(300,000)	-100.0%
65	CRRSAA Transit Funds	19,247,419		19,247,419		**-**		(19,247,419)	-100.0%		(19,247,419)	-100.0%
66	**Subtotal Grants - Operating**	**20,949,097**		**20,949,097**		**1,967,530**		**(18,981,567)**	**-90.6%**		**(18,981,567)**	**-90.6%**
67	FTA 5311 Capital Grant - 1 Transit Bus	496,000		-		**-**		(496,000)	-100.0%		-	0.0%
69	FTA 5339(c) - 4 Diesel Buses	1,761,309		1,761,309		**-**		(1,761,309)	-100.0%		(1,761,309)	-100.0%
74	FTA Section 5339(b) -4 Diesel Buses	2,231,500		2,231,500		**-**		(2,231,500)	-100.0%		(2,231,500)	-100.0%
77	FTA 5339-9 Diesel Buses	1,120,000		1,120,000		**-**		(1,120,000)	-100.0%		(1,120,000)	-100.0%
79	CDOT CCCP Faster Grant - 1 Diesel Bus	440,000		440,000		**-**		(440,000)	-100.0%		(440,000)	-100.0%
80	FTA 5339 Rural - 4 Diesel Buses	1,760,000		1,760,000		**-**		(1,760,000)	-100.0%		(1,760,000)	-100.0%
82	FTA 5339 Rural - 4 Transit Buses	1,984,000		-		**-**		(1,984,000)	-100.0%		-	0.0%
102	CDOT Grant - 27th St Underpass	3,050,392		-		**-**		(3,050,392)	-100.0%		-	0.0%
103	FTA Cap Grt-GMF Exp Pjt-P3&7	11,475,000		-		**-**		(11,475,000)	-100.0%		-	0.0%
104	CDOT Cap Grt-GMF Exp Pjt-P3&7	2,976,000		-		**-**		(2,976,000)	-100.0%		-	0.0%
105	FTA Cap Grt-GMF Exp Pjt-P4&5	13,000,000		-		**-**		(13,000,000)	-100.0%		-	0.0%
108	CDOT - On Route Battery Electric Bus Charger	-		-		**480,000**		480,000	0.0%		480,000	0.0%
110	CDOT Fstr CCCP Grt-GMF Expand	1,144,721		1,144,721		**-**		(1,144,721)	-100.0%		(1,144,721)	0.0%
111	CDOT Grant - 2 Traveler's Van	220,288		176,000		**-**		(220,288)	-100.0%		(176,000)	0.0%
114	FTA 5304 SH 82 GS Corridor Study	8,565		8,565		**-**		(8,565)	-100.0%		(8,565)	0.0%
115	**Subtotal Grants - Non-Operating**	**41,667,775**		**8,642,095**		**480,000**		**(41,187,775)**	**-98.8%**		**(8,162,095)**	**-94.4%**
116	**Grants Total**	**62,616,872**		**29,591,192**		**2,447,530**		**(60,169,342)**	**-96.1%**		**(27,143,662)**	**-91.7%**
117												
118	**Operating Revenues**											
121	Maroon Bells Reservations (Contra)	75,690		(421,458)		**(403,000)**		(478,690)	-632.4%		18,458	-4.4%
122	Other Service / Maroon Bells	1,046,403		1,753,635		**1,678,000**		631,597	60.4%		(75,635)	-4.3%
123	**Regional Service**											
124	Stored Value Pass Sales	1,530,697		1,714,000		**1,600,000**		69,303	4.5%		(114,000)	-6.7%
126	Zone Passes	650,806		823,000		**575,000**		(75,806)	-11.6%		(248,000)	-30.1%
127	30 Day Zone Pass Sales - Adult	329,807		364,500		**185,000**		(144,807)	-43.9%		(179,500)	-49.2%
128	Monthly Pass Sales - Child	2,000		-		**-**		(2,000)	-100.0%		-	0.0%
129	Grand Hogback	16,000		9,000		**9,000**		(7,000)	-43.8%		-	0.0%
130	One Ride / Miscellaneous Passes	11,200		4,500		**4,500**		(6,700)	-59.8%		-	0.0%
131	Cash Fares	19,153		20,000		**30,000**		10,847	56.6%		10,000	50.0%
132	Subtotal Regional Service	2,559,663		2,935,000		**2,403,500**		(156,163)	-6.1%		(531,500)	-18.1%
133	**Other Operating Revenue**											
135	Advertising Sales Revenue	45,000		45,000		**45,000**		-	0.0%		-	0.0%
138	**Operating Revenues Total**	**3,726,756**		**4,312,177**		**3,723,500**		**(3,256)**	**-0.1%**		**(588,677)**	**-13.7%**
139												
140	**Other Governmental Contributions**											
141	City of Rifle	20,000		20,000		**20,000**		-	0.0%		-	0.0%
142	EOTC, Elected Official Transportation Com.	813,678		813,678		**-**		(813,678)	-100.0%		(813,678)	-100.0%
143	Garfield County - Travelers admin	40,000		40,000		**40,000**		-	0.0%		-	0.0%
144	Garfield County - Service	500,000		500,000		**500,000**		-	0.0%		-	0.0%
145	**Subtotal Gov't Contributions - Operating**	**1,373,678**		**1,373,678**		**560,000**		**(813,678)**	**-59.2%**		**(813,678)**	**-59.2%**
146	Pitkin County Contributions - Wingo Bridge	281,621		-		**-**		(281,621)	-100.0%		-	0.0%
152	Garfield County Matching Funds - 2 Traveler's Vehicles	36,531		36,531		**-**		(36,531)	-100.0%		(36,531)	-100.0%
157	City of GWS Share of Corrior Study	161,051		161,051		**75,000**		(86,051)	-53.4%		(86,051)	-53.4%
160	Garfield County - Traveler's Van	18,041		-		**-**		(18,041)	-100.0%		-	0.0%
166	City of GWS LM-27th st Undrpas	500,000		-		**-**		(500,000)	-100.0%		-	0.0%
167	COA contribution for capital	-		-		**300,000**		300,000	0.0%		300,000	0.0%
175	**Subtotal Gov't Contributions - Non-Operating**	**997,244**		**197,582**		**375,000**		**(622,244)**	**-62.4%**		**177,418**	**89.8%**
176	**Other Gov'l Contribution Total**	**2,370,922**		**1,571,260**		**935,000**		**(1,435,922)**	**-60.6%**		**(636,260)**	**-40.5%**
177												
178	**Housing Revenues**											
179	Carbondale Rental Income	62,000		59,700		**62,000**		-	0.0%		2,300	3.9%
181	Parker House	156,000		175,600		**156,000**		-	0.0%		(19,600)	-11.2%
182	Burlingame Rental Income	168,000		171,000		**200,000**		32,000	19.0%		29,000	17.0%
184	Marolt Hsg Proprty-Rental Income	49,400		120,100		**100,000**		50,600	102.4%		(20,100)	-16.7%
185	Aspen Ski Co Rental Income	-		-		**150,000**		150,000	0.0%		150,000	0.0%
186	Roaring Fork Club Income	27,950		31,200		**50,000**		22,050	78.9%		18,800	60.3%
187	Snowmass Inn Rental Income	32,000		5,200		**70,000**		38,000	118.8%		64,800	1246.2%
188	**Housing Rental Revenue Total**	**495,350**		**562,800**		**788,000**		**292,650**	**59.1%**		**225,200**	**40.0%**
189	**Miscellanous Revenues**											
192	Verizon Tower Fees	13,000		13,600		**13,600**		600	4.6%		-	0.0%
193	AT&T Tower Fees	15,480		15,480		**15,480**		-	0.0%		-	0.0%
199	Miscellaneous Revenue / Reimbursement	30,000		70,000		**30,000**		-	0.0%		(40,000)	-57.1%
202	**Miscellaneous Rev Total**	**58,480**		**99,080**		**59,080**		**600**	**1.0%**		**(40,000)**	**-40.4%**
203	**Total Housing and Misc Revenue**	**553,830**		**661,880**		**847,080**		**293,250**	**52.9%**		**185,200**	**28.0%**
204												
205	**Other Income**											
208	Interest / Investment Income	300		300		**300**		-	0.0%		-	0.0%
211	CDOR Sales/Use Tax interest	9,000		9,000		**9,000**		-	0.0%		-	0.0%
213	ColoTrust Investment Int Acct	190,000		22,300		**30,000**		(160,000)	-84.2%		7,700	34.5%
216	**Other Inc Total**	**199,300**		**31,600**		**39,300**		**(160,000)**	**-80.3%**		**7,700**	**24.4%**
219												
220	**TOTAL GENERAL FUND REVENUES**	**109,831,680**		**79,830,909**		**51,805,310**		**(58,026,370)**	**-52.8%**		**(28,025,599)**	**-35.1%**

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
221												
222	**Other Financing Sources**											
223	Sale of Fixed Assets / Salvage Proceeds	151,397		179,050		-		(151,397)	-100.0%		(179,050)	-100.0%
224	Proceeds from Capital Lease	5,782,454		3,302,534		**9,233,281**		3,450,827	59.7%		5,930,747	179.6%
235	Transfer in Series 2021A CPF	93,435		93,435		-		(93,435)	-100.0%		(93,435)	-100.0%
236	Contributed Principal Payment - Solar Array	794,361		794,361		-		(794,361)	-100.0%		(794,361)	-100.0%
239	**Other Financing Sources Total**	**6,821,647**		**4,369,380**		**9,233,281**		**2,411,634**	**35.4%**		**4,863,901**	**111.3%**
244	**TOTAL GENERAL FUND REVENUES & OTHER FINANCING SOURCES**	**116,653,327**		**84,200,289**		**61,038,591**		**(55,614,736)**	**-47.7%**		**(23,161,698)**	**-27.5%**
245												
247	**EXPENDITURES**											
248												
249	**Fuel**											
250	Transit Diesel Fuel	1,631,344		1,209,000		**1,691,000**		59,656	3.7%		482,000	39.9%
251	Transit Unleaded Fuel	65,562		56,200		**93,000**		27,438	41.9%		36,800	65.5%
252	**Transit CNG Fuel**											
253	Transit Compressed Natural Gas	444,000		493,000		**500,000**		56,000	12.6%		7,000	1.4%
254	Transit Compressed Natural Gas (Traveler's Contra)	(10,000)		(10,000)		**(8,000)**		2,000	-20.0%		2,000	-20.0%
255	CNG Excise Tax Credit	(230,000)		(230,000)		-		230,000	-100.0%		230,000	-100.0%
256	Electric - Compressors	47,100		47,100		**51,400**		4,300	9.1%		4,300	9.1%
257	Trillium O&M	254,300		254,300		**277,700**		23,400	9.2%		23,400	9.2%
258	CNG Monitoring of the GMF	12,600		12,600		**12,600**		-	0.0%		-	0.0%
259	**BEB Depot Charging**											
260	Transit Electric	25,000		26,400		**26,500**		1,500	6.0%		100	0.4%
261	ABB Service Agreement-Warranty	-		-		**47,800**		47,800	0.0%		47,800	0.0%
262	**Subtotal Transit fuel**	**2,239,906**		**1,858,600**		**2,692,000**		**452,094**	**20.2%**		**833,400**	**44.8%**
263	Special Rev contra-Svc Contcts	(675,769)		(513,039)		**(742,306)**		(66,537)	9.8%		(229,267)	44.7%
265	**FUEL NET TOTAL**	**1,564,137**		**1,345,561**		**1,949,694**		**385,557**	**24.6%**		**604,133**	**44.9%**
266												
267	**TRANSIT MAINTENANCE**											
268	Compensation Admin Maint Dept	367,176		316,000		**366,600**		(576)	-0.2%		50,600	16.0%
269	Subtotal Trans Maint Admin Salaries	367,176		316,000		**366,600**		(576)	-0.2%		50,600	16.0%
270	**Mechanics Wages**											
271	Salaries Shop Foreman Maint D	707,031		635,700		**743,700**		36,669	5.2%		108,000	17.0%
272	Salaries Lead Mech Maint D	1,030,608		987,000		**1,091,200**		60,592	5.9%		104,200	10.6%
273	Salaries Transit Tech Maint D	328,792		261,900		**611,000**		282,208	85.8%		349,100	133.3%
274	Salaries Transit Svc Tech Mnt	909,043		793,100		**882,400**		(26,643)	-2.9%		89,300	11.3%
275	Salaries Transit Collision & Svc Tech Mnt	125,561		115,900		**133,600**		8,039	6.4%		17,700	15.3%
276	Electric Vehicle Team Leader, Mech Trainer & Troubleshooter	96,024		93,000		**102,200**		6,176	6.4%		9,200	9.9%
277	Subtotal Mechanics Wages	3,197,059		2,886,600		**3,564,100**		367,041	11.5%		677,500	23.5%
278	**Mechanics Other Pay**											
279	Alternative Activity	18,200		18,200		**18,200**		-	0.0%		-	0.0%
280	Overtime Pay for Maint Dept	248,000		289,086		**300,000**		52,000	21.0%		10,914	3.8%
281	Separation Pay	10,000		45,900		**35,000**		25,000	250.0%		(10,900)	-23.7%
283	Tuition Reimbursement	11,000		2,500		**6,000**		(5,000)	-45.5%		3,500	140.0%
284	Other Bonus	74,000		74,000		**74,000**		-	0.0%		-	0.0%
288	Referral Bonus	-		750		**-**		-	0.0%		(750)	-100.0%
291	Shift Pay	164,120		192,946		**210,000**		45,880	28.0%		17,054	8.8%
292	Subtotal Mechanics Other Pay	525,320		623,382		**643,200**		117,880	22.4%		19,818	3.2%
293	Subtotal Mechanics Wages and Other Pay	3,722,379		3,509,982		**4,207,300**		484,921	13.0%		697,318	19.9%
294	**Service Persons Wages**											
295	CDL Service Worker	591,709		510,900		**588,100**		(3,609)	-0.6%		77,200	15.1%
296	Non-CDL Service Worker	233,183		209,700		**199,000**		(34,183)	-14.7%		(10,700)	-5.1%
297	Bus Cleaners	352,073		256,300		**349,400**		(2,673)	-0.8%		93,100	36.3%
298	Subtotal Service Persons Wages	1,176,965		976,900		**1,136,500**		(40,465)	-3.4%		159,600	16.3%
299	**Service Persons Other Pay**											
304	Subtotal Service Person Wages	1,176,965		976,900		**1,136,500**		(40,465)	-3.4%		159,600	16.3%
306												
307	Fringe Benefits	804,498		751,600		**869,380**		64,882	8.1%		117,780	15.7%
308	Health Insurance	742,400		719,100		**798,900**		56,500	7.6%		79,800	11.1%
310	Total Compensation	6,813,418		6,273,582		**7,378,680**		565,262	8.3%		1,105,098	17.6%
311												
312	**Operating Expenditures**											
313	**Materials and Supplies**											
314	Freight	44,101		44,101		**49,100**		4,999	11.3%		4,999	11.3%
316	Materials & Supplies	180,000		203,500		**226,300**		46,300	25.7%		22,800	11.2%
317	Shop Tools & Equipment	50,000		50,000		**51,500**		1,500	3.0%		1,500	3.0%
318	Uniforms	30,840		32,572		**33,500**		2,660	8.6%		928	2.8%
320	**Non Revenue Vehicles**											
321	Vehicle Parts	18,500		14,122		**20,600**		2,100	11.3%		6,478	45.9%
322	Vehicle Tire & Tubes	15,500		7,231		**12,000**		(3,501)	-22.6%		4,769	66.0%
323	Vehicle Third Party Repairs	30,000		18,094		**33,400**		3,400	11.3%		15,306	84.6%
324	**Revenue Vehicles**											
325	Bus Parts	1,383,000		1,351,200		**1,504,300**		121,300	8.8%		153,100	11.3%
326	Bus Tire & Tubes	439,778		461,000		**513,500**		73,722	16.8%		52,500	11.4%
327	Bus Third Party Repairs	205,600		75,000		**206,000**		400	0.2%		131,000	174.7%
329	Special Project#2 - Physical Inventory Adjustment	-		2,999		**-**		-	0.0%		(2,999)	-100.0%
330	**Accidents**											
332	Accident Bus Parts	15,380		9,324		**17,100**		1,720	11.2%		7,776	83.4%
333	Accident Vehicle Parts	3,804		515		**4,200**		396	10.4%		3,685	716.0%
334	Accident Materials & Supplies	8,841		2,805		**22,000**		13,159	148.8%		19,195	684.4%
335	Accident Third Party Repairs	90,000		90,000		**100,200**		10,200	11.3%		10,200	11.3%
336	Accident Towing	6,800		6,800		**7,600**		800	11.8%		800	11.8%
337	Subtotal Materials and Supplies	2,522,144		2,369,263		**2,801,299**		279,155	11.1%		432,037	18.2%
338	**Special Projects**											
339	Specal Pjct#3-3COA CAW Paint Job			-		**-**		-	0.0%		-	0.0%
340	Specal Project - COVID 19	48,000		72,000		**58,000**		10,000	20.8%		(14,000)	-19.4%
341	Specal Prjt-COVID 19 Temp Svcs	-		-		**-**		-	0.0%		-	0.0%
342	Subtotal Materials and Supplies	2,570,144		2,441,263		**2,859,299**		233,696	9.1%		418,037	17.1%
343	**Lubricants**											
345	Maintenance Diesel Fuel	3,045		1,984		**3,100**		55	1.8%		1,116	3.7%
346	Maintenance Unleaded Fuel	27,470		29,869		**28,300**		830	3.0%		(1,569)	-0.9%
347	Oil, Lubricants, Antifreeze	180,000		179,500		**184,400**		4,400	2.4%		4,900	0.0%
348	Subtotal Fuel and Lubricants	210,515		211,353		**215,800**		5,285	2.5%		4,447	2.1%
349	**Other**											
350	Trails Vehicle Repair & Maintenance	26,000		12,719		**20,000**		(6,000)	-23.1%		7,282	57.3%
352	Drug & Alcohol Testing	5,000		2,199		**6,000**		1,000	20.0%		3,801	172.9%
353	DOT exams	2,000		1,193		**3,000**		1,000	50.0%		1,807	151.5%
354	Printing	4,700		5,500		**6,000**		1,300	27.7%		500	9.1%
356	Towing	25,000		23,400		**25,800**		800	3.2%		2,400	10.3%
357	Cell phone reimbursement	1,500		1,329		**1,600**		100	6.7%		271	20.4%
358	Employee Incentives	4,500		2,701		**3,500**		(1,000)	-22.2%		799	29.6%
359	Data Processing	88,000		88,000		**88,000**		-	0.0%		-	0.0%
360	Third Party Services	68,000		49,492		**-**		(68,000)	-100.0%		(49,492)	-100.0%
361	Subtotal Other	224,700		186,533		**153,900**		(70,800)	-31.5%		(32,633)	-17.5%

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
362	**Special Projects**											
365	Subtotal Operating Expenditures	3,005,359		2,839,148		**3,229,000**		223,641	7.4%		389,851	13.7%
366	**Travel and Training**											
367	Staff Development / Training	20,897		20,897		**20,500**		(397)	-1.9%		(397)	-1.9%
368	Travel	10,000		2,500		**10,000**		-	0.0%		7,500	300.0%
369	Subtotal Travel and Training	30,897		23,397		**30,500**		(397)	-1.3%		7,103	30.4%
370												
371	**TRANSIT MAINTENANCE GROSS TOTAL**	**9,849,674**		**9,136,128**		**10,638,180**		**788,506**	**8.0%**		**1,502,052**	**16.4%**
372	Special Rev contra-Svc Contcts	(2,593,074)		(2,521,895)		**(2,933,427)**		(340,353)	13.1%		(411,532)	16.3%
373	Special Rev contra-Traveler's Labor	(32,000)		(20,000)		**(26,000)**		6,000	-18.8%		(6,000)	30.0%
375	**TRANSIT MAINTENANCE NET TOTAL**	**7,224,600**		**6,594,233**		**7,678,753**		**454,153**	**6.3%**		**1,084,519**	**16.4%**
377												
378		**TRANSIT OPERATIONS**										
379	Compensation Admin Operation Dept	732,738		705,800		**909,100**		176,362	24.1%		203,300	28.8%
381	Subtotal Admin Salaries	732,738		705,800		**909,100**		176,362	24.1%		203,300	28.8%
382	**Operations Wages**											
384	Salaries - Transportation Dispatchers and Road Supervisors	1,751,037		1,751,000		**2,228,100**		477,063	27.2%		477,100	27.2%
386	Salaries BO3(FTYR) Ops Dpt	8,512,100		7,800,000		**10,424,000**		1,911,900	22.5%		2,624,000	33.6%
387	Salaries BO2(PTYR) Ops Dpt	-		79,300		**-**		-	0.0%		(79,300)	-100.0%
388	Salaries BO1(Seas) Ops Dpt	1,095,800		882,000		**435,200**		(660,600)	-60.3%		(446,800)	-50.7%
391	Salaries Non CDL Bus Op(Seasonal)	-		223,900		**-**		-			(223,900)	-100.0%
392	Salaries Ops Support Specialist Dpt	204,467		171,600		**210,350**		5,883	2.9%		38,750	22.6%
393	Subtotal Ops Wages	11,563,404		10,907,800		**13,297,650**		1,734,246	15.0%		2,389,850	21.9%
394	**Operations Other Pay**											
395	Alternative Activity	67,000		67,000		**70,800**		3,800	5.7%		3,800	5.7%
396	Overtime Pay	700,000		1,329,500		**700,000**		-	0.0%		(629,500)	-47.3%
398	Shift Pay	85,000		85,000		**85,000**		-	0.0%		-	0.0%
399	Seperation Pay	80,000		175,000		**85,500**		5,500	6.9%		500	0.6%
400	Other Bonuses	212,565		238,000		**20,000**		(192,565)	-90.6%		(218,000)	-91.6%
401	Activity Bonus	-		-		**70,000**		70,000	0.0%		70,000	0.0%
402	Safety Bonus	57,500		42,000		**45,000**		(12,500)	-21.7%		3,000	7.1%
403	End of Season Bonus	170,235		207,500		**85,000**		(85,235)	-50.1%		(122,500)	-59.0%
406	Having Prior CDL Bonus	12,500		12,500		**45,000**		32,500	260.0%		32,500	260.0%
407	Referral Bonus	5,000		5,000		**5,000**		-	0.0%		-	0.0%
408	Subtotal Ops Other Pay	1,389,800		2,218,500		**1,231,300**		(158,500)	-11.4%		(987,200)	-44.5%
409	Fringe Benefits	1,917,897		1,959,900		**2,131,395**		213,498	11.1%		171,495	8.8%
410	Health Insurance	2,121,356		2,115,600		**2,737,800**		616,444	29.1%		622,200	29.4%
412	Subtotal Ops fringe benefits	4,039,253		4,075,500		**4,869,195**		829,942	20.5%		793,695	19.5%
413	Total Compensation	17,725,195		17,907,600		**20,307,245**		2,582,050	14.6%		2,399,645	13.4%
414												
415	**Operating Exenditures**											
416	Operating Supplies	6,500		6,500		**6,800**		300	4.6%		300	4.6%
418	One time, third party services	9,000		9,000		**50,000**		41,000	455.6%		41,000	455.6%
420	Drug & Alcohol Testing	19,000		20,000		**23,100**		4,100	21.6%		3,100	15.5%
421	DOT exams	7,500		15,000		**15,100**		7,600	101.3%		100	0.7%
423	Cell phone reimbursement	2,000		2,000		**2,000**		-	0.0%		-	0.0%
424	Security / Loss Prevention	220,000		220,000		**220,000**		-	0.0%		-	0.0%
426	Admin Employee Incentives	500		500		**500**		-	0.0%		-	0.0%
427	Employee Incentives	500		500		**500**		-	0.0%		-	0.0%
429	Subtotal Operating Expenditures	265,000		273,500		**318,000**		53,000	20.0%		44,500	16.3%
430												
431	**Travel and Training**											
432	Staff Development / Training	17,000		15,500		**15,600**		(1,400)	-8.2%		100	0.6%
433	Travel	8,500		10,000		**10,100**		1,600	18.8%		100	1.0%
434	Subtotal Travel and Training	25,500		25,500		**25,700**		200	0.8%		200	0.8%
435												
436	**TRANSIT OPERATIONS GROSS TOTAL**	**18,015,695**		**18,206,600**		**20,650,945**		**2,635,250**	**14.6%**		**2,444,345**	**13.4%**
437	Special Rev contra-Svc Contcts	(4,618,029)		(5,025,666)		**(5,694,399)**		(1,076,370)	23.3%		(668,733)	13.3%
439	**TRANSIT OPERATIONS NET TOTAL**	**13,397,666**		**13,180,934**		**14,956,546**		**1,558,880**	**11.6%**		**1,775,612**	**13.5%**
440												
441		**ADMINISTRATION**										
443	**CEO**											
444	Compensation CEO Dept	1,410,800		1,257,500		**1,532,200**		121,400	8.6%		274,700	21.8%
445	Alternative Activity	3,400		3,400		**3,400**		-	0.0%		-	0.0%
446	Overtime Pay	-		1,481		**-**		-	0.0%		(1,481)	-100.0%
447	Bonus	9,000		9,000		**9,000**		-	0.0%		-	0.0%
451	Fringe Benefits	211,860		216,700		**205,060**		(6,800)	-3.2%		(11,640)	-5.4%
452	Health Insurance	173,200		148,300		**192,300**		19,100	11.0%		44,000	29.7%
453	Subtotal CEO Compensation	1,808,260		1,636,381		**1,941,960**		133,700	7.4%		305,579	18.7%
454	**Operating Expenditures**											
455	One time, third party services	1,320		1,800		**5,000**		3,680	278.8%		3,200	177.8%
457	Third party meeting expense	1,000		5,134		**2,000**		1,000	100.0%		(3,134)	-61.0%
459	We Cycle contribution	326,225		188,660		**190,000**		(136,225)	-41.8%		1,340	0.7%
460	RTCC Contribution	4,000		4,000		**4,000**		-	0.0%		-	0.0%
462	GCE Contribution	30,000		30,000		**30,000**		-	0.0%		-	0.0%
463	LoVa Trails Group Contribution	193,987		5,000		**5,000**		(188,987)	-97.4%		-	0.0%
464	Integrated Mobility System Analysis	10,000		10,000		**-**		(10,000)	-100.0%		(10,000)	-100.0%
465	Cell phone reimbursement	1,200		1,300		**1,300**		100	8.3%		-	0.0%
466	Operating Supplies	2,500		2,400		**2,500**		-	0.0%		100	4.2%
467	Public Notices	18,000		25,900		**26,700**		8,700	48.3%		800	3.1%
470	S&T safety supplies	24,800		26,000		**26,000**		1,200	4.8%		-	0.0%
473	Dues, Memberships, & Subscriptions	85,000		85,000		**85,000**		-	0.0%		-	0.0%
474	S & T dues and memberships	6,900		2,500		**2,500**		(4,400)	-63.8%		-	0.0%
475	Procurement Dues, Memberships & Subscriptions	1,500		1,500		**16,500**		15,000	1000.0%		15,000	1000.0%
476	Employee Incentives	9,000		15,000		**15,000**		6,000	66.7%		-	0.0%
477	COVID-19 Preparedness	-		1,188		**-**		-	0.0%		(1,188)	-100.0%
478	Subtotal CEO Operating Expenditures	715,432		405,382		**411,500**		(303,932)	-42.5%		6,118	1.5%

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
479	**Travel and Training**											
480	S & T Travel	12,750		500		**13,000**		250	2.0%		12,500	2500.0%
481	S & T Training	9,200		2,300		**26,200**		17,000	184.8%		23,900	1039.1%
482	Procurement Travel	5,300		5,300		**5,300**		-	0.0%		-	0.0%
483	Procurement Training	2,400		2,400		**2,400**		-	0.0%		-	0.0%
484	Staff Development / Training	4,500		4,500		**4,900**		400	8.9%		400	8.9%
485	Travel /	3,680		2,000		**10,200**		6,520	177.2%		8,200	410.0%
486	Subtotal Travel and Training	37,830		17,000		**62,000**		24,170	63.9%		45,000	264.7%
487												
488	**CEO Gross Totals**	**2,561,522**		**2,058,763**		**2,415,460**		**(146,062)**	**-5.7%**		**356,697**	**17.3%**
489	Special Rev contra-Svc Contcts	(602,664)		(568,291)		**(666,052)**		(63,388)	10.5%		(97,760)	17.2%
490	**CEO Net Totals**	**1,958,858**		**1,490,472**		**1,749,408**		**(209,450)**	**-10.7%**		**258,937**	**17.4%**
491												
492	**Finance**											
493	Compensation Finance Dept	708,600		601,100		**793,100**		84,500	11.9%		192,000	31.9%
494	Alternative Activity	2,125		2,975		**3,800**		1,675	78.8%		825	27.7%
495	Overtime Pay	7,500		9,000		**10,000**		2,500	33.3%		1,000	11.1%
497	Other Bonuses	4,500		4,800		**4,500**		-	0.0%		(300)	-6.3%
499	Seperation Pay	14,400		-		**-**		(14,400)	-100.0%		-	0.0%
500	Fringe Benefits	109,504		94,600		**120,045**		10,541	9.6%		25,445	26.9%
501	Health Insurance	109,400		93,400		**128,000**		18,600	17.0%		34,600	37.0%
503	Subtotal Finance Compensation	956,029		805,875		**1,059,445**		103,416	10.8%		253,570	31.5%
504	**Operating Expenditures**											
505	One time, third party services	3,000		200		**3,000**		-	0.0%		2,800	1400.0%
506	Retirement Plan Fees	33,000		27,600		**35,000**		2,000	6.1%		7,400	26.8%
507	Retirement Plan Fees-Non reocurring Fees	14,732		14,700		**30,000**		15,268	103.6%		15,300	104.1%
508	Financial Advisory Services	20,000		20,000		**20,000**		-	0.0%		-	0.0%
509	Sales & Use Tax Collection Fees	69,000		67,300		**69,000**		-	0.0%		1,700	2.5%
510	SUTA Expense	67,000		68,000		**77,800**		10,800	16.1%		9,800	14.4%
512	Continuing Disclosure Services	3,000		3,000		**3,000**		-	0.0%		-	0.0%
514	Office Equipment Rental/Repair	70,000		74,400		**66,800**		(3,200)	-4.6%		(7,600)	-10.2%
515	TOSV Regional Service Contract	418,868		418,868		**471,629**		52,761	12.6%		52,761	12.6%
517	Postage	3,750		3,750		**3,750**		-	0.0%		-	0.0%
518	Dues, Memberships, & Subscriptions	3,500		3,500		**3,500**		-	0.0%		-	0.0%
519	Legislative Contract	42,000		42,000		**42,000**		-	0.0%		-	0.0%
521	Cell phone reimbursement	360		360		**700**		340	94.4%		340	94.4%
522	Contingency	16,574		-		**-**		(16,574)	-100.0%		-	0.0%
524	Subtotal Misc Oerating Expenditures	764,784		743,678		**826,179**		61,395	8.0%		82,501	11.1%
526	Accounting Contract / Caselle	20,800		20,800		**21,000**		200	1.0%		200	1.0%
527	Rounding	1		-		**-**		(1)	-100.0%		-	0.0%
528	Printing - Schedules / Maroon Bells Tickets	55,000		20,400		**30,000**		(25,000)	-45.5%		9,600	47.1%
529	Mobile Ticketing CC Fee & Svcs	36,000		-		**100,000**		64,000	177.8%		100,000	0.0%
530	Banking / Credit Card Fees & Services	35,000		33,300		**40,000**		5,000	14.3%		6,700	20.1%
531	Property Tax Collection Fees	497,000		497,000		**539,000**		42,000	8.5%		42,000	8.5%
534	Office Supplies	16,000		16,000		**16,000**		-	0.0%		-	0.0%
535	Kitchen Supplies	18,500		18,500		**18,500**		-	0.0%		-	0.0%
536	Coffee Reimbursement(Contra)	(9,500)		(9,500)		**(9,500)**		-	0.0%		-	0.0%
537	Employee Incentives	5,000		5,000		**5,000**		-	0.0%		-	0.0%
540	Subtotal Operating Expenditures	673,801		601,500		**760,000**		86,199	12.8%		158,500	26.4%
541	**Travel and Training**											
542	Staff Development / Training	5,000		5,000		**5,000**		-	0.0%		-	0.0%
543	Travel	5,000		-		**5,000**		-	0.0%		5,000	0.0%
544	Subtotal Travel and Training	10,000		5,000		**10,000**		-	0.0%		5,000	100.0%
545												
546	**Finance Gross Totals**	**2,404,614**		**2,156,053**		**2,655,624**		**251,010**	**10.4%**		**499,571**	**23.2%**
547	Special Rev contra-Svc Contcts	(642,610)		(595,147)		**(732,276)**		(89,666)	14.0%		(137,129)	23.0%
549	**Finance Net Totals**	**1,762,004**		**1,560,906**		**1,923,348**		**161,344**	**9.2%**		**362,442**	**23.2%**
550												
551	**Program Dev. & Planning**											
552	Compensation Planning Dept	222,172		220,600		**230,400**		8,228	3.7%		9,800	4.4%
553	Compensation Marketing	154,028		152,800		**161,800**		7,772	5.0%		9,000	5.9%
558	Other Bonuses	2,000		2,000		**2,000**		-	0.0%		-	0.0%
559	Fringe Benefits	59,500		57,800		**62,100**		2,600	4.4%		4,300	7.4%
561	Health Insurance	54,700		54,800		**58,100**		3,400	6.2%		3,300	6.0%
563	Subtotal Planning Compensation	492,400		488,000		**514,400**		22,000	4.5%		26,400	5.4%
564	**Operating Expenditures**											
565	One time, third party services	1,500		1,500		**1,500**		-	0.0%		-	0.0%
568	Grant Assistance Services	10,000		20,000		**30,000**		20,000	200.0%		10,000	50.0%
569	Outreach Services	-		-		**30,000**		30,000	0.0%		30,000	0.0%
570	Cell phone reimbursement	360		360		**360**		-	0.0%		-	0.0%
578	Upper Valley Transit Enhancement Study	5,000		5,000		**-**		(5,000)	-100.0%		(5,000)	-100.0%
579	Maroon Creek Corridor Study (USFS)	7,000		-		**7,000**		-	0.0%		7,000	0.0%
582	Operating Supplies	500		250		**500**		-	0.0%		250	100.0%
583	Dues, Memberships, & Subscriptions	1,750		1,750		**1,750**		-	0.0%		-	0.0%
584	Admin Employee Incentives	900		900		**900**		-	0.0%		-	0.0%
586	Subtotal Operating Expenditures	27,010		29,760		**72,010**		45,000	166.6%		42,250	142.0%
587	**Marketing Expenditures**											
588	Advertising & Promotions	37,000		37,000		**37,000**		-	0.0%		-	0.0%
589	Transit Program Information	10,000		10,000		**10,000**		-	0.0%		-	0.0%
590	Trails Program Information	5,000		5,000		**5,000**		-	0.0%		-	0.0%
591	Trail Event	5,000		5,000		**5,000**		-	0.0%		-	0.0%
592	Intranet Services	20,000		20,000		**20,000**		-	0.0%		-	0.0%
593	Public Notices	12,000		12,000		**12,000**		-	0.0%		-	0.0%
594	On-Call Communications Support	35,000		40,000		**40,000**		5,000	14.3%		-	0.0%
595	Subtotal Marketing Expenditures	124,000		129,000		**129,000**		5,000	14.3%		-	0.0%
596	**Travel and Training**											
597	Staff Development / Training	2,000		2,000		**2,000**		-	0.0%		-	0.0%
598	Travel	3,000		3,000		**3,000**		-	0.0%		-	0.0%
599	Staff Development / Training-Marketing	2,000		2,000		**2,000**		-	0.0%		-	0.0%
600	Travel -Marketing	3,000		3,000		**3,000**		-	0.0%		-	0.0%
601	Subtotal Travel and Training	10,000		10,000		**10,000**		-	0.0%		-	0.0%
602												
603	**Program Dev. & Planning Gross Totals**	**653,410**		**656,760**		**725,410**		**72,000**	**11.0%**		**68,650**	**10.5%**
604	Special Rev contra-Svc Contcts	(176,202)		(181,289)		**(200,028)**		(23,826)	13.5%		(18,739)	10.3%
606	**Program Dev. & Planning Net Totals**	**477,208**		**475,471**		**525,382**		**48,174**	**10.1%**		**49,911**	**10.5%**
607												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
643	**Human Resources**											
644	Compensation HR Dept	495,800		490,200		**516,200**		20,400	4.1%		26,000	5.3%
645	Alternative Activity	850		1,700		**1,700**		850	100.0%		-	0.0%
646	Overtime Pay	1,350		2,100		**2,100**		750	55.6%		-	0.0%
647	Other Bonuses	5,000		5,000		**5,000**		-	0.0%		-	0.0%
649	Seperation Pay	-		6,600		**-**		-	0.0%		(6,600)	-100.0%
650	Fringe Benefits	78,628		75,800		**81,920**		3,292	4.2%		6,120	8.1%
651	Health Insurance	66,200		61,300		**63,500**		(2,700)	-4.1%		2,200	3.6%
652	Subtotal HR Compensation	647,828		642,700		**670,420**		22,592	3.5%		27,720	4.3%
653	**Insurance**											
654	**Pinnacol**											
655	WC Premiums	356,000		300,000		**282,000**		(74,000)	-20.8%		(18,000)	-6.0%
656	WC Claims	75,000		75,000		**75,000**		-	0.0%		-	0.0%
657	WC Dividend (Contra)	(60,000)		(60,000)		**(60,000)**		-	0.0%		-	0.0%
658	**CCMSI**											
659	CCMSI Admin & Mgmt Fees	20,000		20,000		**-**		(20,000)	-100.0%		(20,000)	-100.0%
660	General Liability Claims	300,000		300,000		**360,000**		60,000	20.0%		60,000	20.0%
661	General Liability (Contra)	(60,600)		(60,600)		**(60,600)**		-	0.0%		-	0.0%
662	General Liability Small Claims	12,000		9,000		**10,000**		(2,000)	-16.7%		1,000	11.1%
663	CCMSI Workers' Comp Claims	60,000		60,000		**60,000**		-	0.0%		-	0.0%
664	CCMSI Workers' Comp Claims (Reimb-Contra)	(60,000)		(60,000)		**(60,000)**		-	0.0%		-	0.0%
665	Subtotal Insurance	642,400		583,400		**606,400**		(36,000)	-5.6%		23,000	3.9%
666	**Employee Benefits**											
667	Medical Insurance(CHP)	4,219,934		3,764,419		**5,073,820**		853,886	20.2%		1,309,401	34.8%
668	Medical Insurance(CHP)-Contra	(3,770,843)		(3,354,261)		**(4,500,110)**		(729,267)	19.3%		(1,145,849)	34.2%
669	Medical Ins-Emp Reimb (CHP)	(449,092)		(410,157)		**(573,710)**		(124,618)	27.7%		(163,553)	39.9%
670	Medical Insurance Broker	51,423		51,423		**51,423**		-	0.0%		-	0.0%
674	Employee Wellness Program	49,500		49,500		**49,500**		-	0.0%		-	0.0%
678	**Retirement Plan-Alternative FICA/Social Security**											
679	Alt Fica (Life Insurance, AD&D, LTD)	350,000		350,500		**400,000**		50,000	14.3%		49,500	14.1%
680	Alt Fica (Life Insurance, AD&D, LTD-Contra)	(239,000)		(314,600)		**(275,000)**		(36,000)	15.1%		39,600	-12.6%
685	**STD**											
687	STD Claims	85,000		106,000		**115,000**		30,000	35.3%		9,000	8.5%
688	**Other**											
689	Rocky Mountain Fund Admin Fees	17,000		17,000		**18,000**		1,000	5.9%		1,000	5.9%
690	Employee Assistance Program	15,500		22,000		**20,000**		4,500	29.0%		(2,000)	-9.1%
691	H S A Employer Match (HDHP)	167,500		145,000		**162,000**		(5,500)	-3.3%		17,000	11.7%
692	Virtual Health Care	1,000		-		**-**		(1,000)	-100.0%		-	0.0%
694	Life Crisis	10,000		10,000		**10,000**		-	0.0%		-	0.0%
695	**Choice Strategies**											
696	HRA Deductable Reimb(CS-PPO)	60,000		60,000		**65,000**		5,000	8.3%		5,000	8.3%
697	FSA Employee Distribution(CS)	170,000		170,000		**175,000**		5,000	2.9%		5,000	2.9%
698	Healthcare FSA Employer Contribution	(170,000)		(170,000)		**(175,000)**		(5,000)	2.9%		(5,000)	2.9%
699	**Pass Thru Benefits**					**-**						
700	Aflac Vol Insurance-pass thru	-		2,689		**100**		100	0.0%		(2,589)	-96.3%
701	Voluntary LegalShield Insurance	-		100		**100**		100	0.0%		-	0.0%
704	Subtotal Benefits	567,922		499,612		**616,123**		48,201	8.5%		116,511	23.3%
705	**Operating Expenditures**											
707	One time, third party services	10,000		10,000		**61,000**		51,000	510.0%		51,000	510.0%
708	Employee Events	20,000		20,000		**35,000**		15,000	75.0%		15,000	75.0%
709	Season Party Alternative pay	2,500		2,500		**2,500**		-	0.0%		-	0.0%
710	Professional Services	25,000		50,000		**25,000**		-	0.0%		(25,000)	-50.0%
711	Corporate Insurance Package	599,000		630,000		**630,000**		31,000	5.2%		-	0.0%
712	Corporate Insurance Broker	25,000		25,000		**25,000**		-	0.0%		-	0.0%
713	Other Business Insurance	195,000		50,000		**265,000**		70,000	35.9%		215,000	430.0%
715	Fit for Duty	15,000		15,000		**15,000**		-	0.0%		-	0.0%
716	Background checks	42,500		25,000		**42,500**		-	0.0%		17,500	70.0%
717	Annual Open Enrollment	6,350		6,111		**6,500**		150	2.4%		389	6.4%
718	Recruiting	15,500		15,500		**19,600**		4,100	26.5%		4,100	26.5%
719	Onboarding	3,500		2,000		**3,500**		-	0.0%		1,500	75.0%
720	Employee of the Month	7,000		8,112		**9,500**		2,500	35.7%		1,388	17.1%
721	Advertising - Jobs	50,000		75,000		**60,000**		10,000	20.0%		(15,000)	-20.0%
722	Operating Supplies	9,000		9,000		**9,000**		-	0.0%		-	0.0%
724	Safety Incentives and Ergonomic Supplies	-		-		**25,000**		25,000	0.0%		25,000	0.0%
725	Third Party COVID Testing Services	-		-		**150,000**		150,000	0.0%		150,000	0.0%
726	Dues, Memberships, & Subscriptions	10,000		10,000		**15,000**		5,000	50.0%		5,000	50.0%
727	Admin Employee Incentives	7,650		3,000		**5,000**		(2,650)	-34.6%		2,000	66.7%
729	Subtotal Operating Expenditures	1,043,000		956,223		**1,404,100**		361,100	34.6%		447,877	46.8%
730												
731	**Carbondale Housing**											
732	Rental Exp(Clean & Repair)CH	1,500		400		**2,000**		500	33.3%		1,600	400.0%
733	Subtotal Carbondale Housing	1,500		400		**2,000**		500	33.3%		1,600	400.0%
734												
735	**Burlingame Housing**											
736	Rental Expense - BG	272,740		227,740		**265,300**		(7,440)	-2.7%		37,560	16.5%
737	Clean & Repair - BG	5,000		5,000		**6,200**		1,200	24.0%		1,200	24.0%
738	Subtotal Burlingame Housing	277,740		232,740		**271,500**		(6,240)	-2.2%		38,760	16.7%
739	**Aspen Ski Company Housing**											
740	Rental Expense - ASC	-		-		**208,500**		208,500	0.0%		208,500	0.0%
741	Admin Fee - ASC	-		-		**5,000**		5,000	0.0%		5,000	0.0%
742	Clean & Repair - ASC	-		-		**2,500**		2,500	0.0%		2,500	0.0%
743	Subtotal Aspen Ski Company Housing	-		-		**216,000**		216,000	0.0%		216,000	0.0%
748	**Marolt Property Housing**											
749	Rental Exp-Marolt Hsg Property	75,000		95,570		**207,000**		132,000	176.0%		111,430	116.6%
750	Clean & Repair - Marolt Hsg Prop	2,000		3,300		**2,500**		500	25.0%		(800)	-24.2%
751	Parking - Marolt	4,350		10,350		**-**		(4,350)	-100.0%		(12,000)	-100.0%
752	Subtotal New Castle Housing	77,000		98,870		**209,500**		128,150	101.0%		98,630	-7.6%
753	**Carbondale - Parker Housing**											
754	Rental Exp(Clean & Rep)-CH PH	6,500		6,284		**6,500**		-	0.0%		216	3.4%
755	Subtotal - Parker House	6,500		6,284		**6,500**		-	0.0%		216	3.4%
756	**Roaring Fork Club Housing**											
757	Rental Expense - RFC	40,800		20,400		**88,300**		47,500	116.4%		67,900	332.8%
758	Clean & Repair - RFC	2,000		-		**2,800**		800	40.0%		2,800	0.0%
759	Subotal - RFC	42,800		20,400		**91,100**		48,300	156.4%		70,700	332.8%
760	**Snowmass Inn Housing**											
761	Rental Expense - Snms Inn	59,544		59,544		**150,000**		90,456	151.9%		90,456	151.9%
762	Clean & Repair - Snms Inn	2,400		2,400		**2,000**		(400)	-16.7%		(400)	-16.7%
763	Subotal - RFC	61,944		61,944		**152,000**		90,056	135.2%		90,056	135.2%
764	**Miscellaneous Housing Expenditures**											
765	General Housing Administration	250		250		**5,700**		5,450	2180.0%		5,450	2180.0%
766	Furniture	1,000		1,000		**10,300**		9,300	930.0%		9,300	930.0%
767	New Hire- Motel Reimbursement	1,500		2,000		**1,500**		-	0.0%		(500)	-25.0%
768	Subotal - Miscellaneous Housing Expenditures	2,750		3,250		**17,500**		14,750	536.4%		14,250	438.5%
769	**Travel and Training**											
770	Staff Development / Training	15,500		5,000		**13,000**		(2,500)	-16.1%		8,000	160.0%
771	RFTA Training	50,000		50,000		**88,000**		38,000	76.0%		38,000	76.0%
772	Travel	8,450		8,450		**9,300**		850	10.1%		850	10.1%
773	Subtotal Travel and Training	73,950		63,450		**110,300**		36,350	49.2%		46,850	73.8%
779												
780	**Human Resources Gross Totals**	**3,449,684**		**3,179,623**		**4,373,443**		**923,759**	**26.8%**		**1,193,820**	**37.5%**
781	Special Rev contra-Svc Contcts	(940,554)		(877,688)		**(1,205,956)**		(265,402)	28.2%		(328,267)	37.4%
783	**Human Resources Net Totals**	**2,509,130**		**2,301,935**		**3,167,487**		**658,357**	**26.2%**		**865,553**	**37.6%**

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
784												
785	**Information Technology**											
786	Compensation IT Dept	1,095,958		1,019,400		**1,120,600**		24,642	2.2%		101,200	9.9%
787	Alternative Activity	4,675		4,675		**4,700**		25	0.5%		25	0.5%
788	Overtime	23,000		15,000		**20,000**		(3,000)	-13.0%		5,000	33.3%
791	Other Bonuses	6,500		7,700		**8,000**		1,500	23.1%		300	3.9%
792	Separation Pay	-		7,200		**-**		-	0.0%		(7,200)	-100.0%
794	Fringe Benefits	168,454		166,000		**177,405**		8,951	5.3%		11,405	6.9%
795	Health Insurance	182,744		172,800		**193,700**		10,956	6.0%		20,900	12.1%
796	Subtotal Compensation	1,481,331		1,392,775		**1,524,405**		43,074	2.9%		131,630	9.5%
805	**Operating Expenditures**											
806	Professional Services	75,000		90,000		**85,000**		10,000	13.3%		(5,000)	-5.6%
808	Email Backup System (IT)	16,500		17,500		**17,500**		1,000	6.1%		-	0.0%
809	Inter Facilty Connectivity Service	75,000		75,000		**85,000**		10,000	13.3%		10,000	13.3%
810	Internet connections to bus stations	30,000		30,000		**30,000**		-	0.0%		-	0.0%
812	Internet access to buildings	12,000		12,000		**14,000**		2,000	16.7%		2,000	16.7%
814	RFTA Cell phone	50,000		50,000		**52,000**		2,000	4.0%		2,000	4.0%
815	Bus Internet VPN and WiFi	80,000		85,000		**85,000**		5,000	6.3%		-	0.0%
816	VOIP Phone System	25,000		25,000		**26,800**		1,800	7.2%		1,800	7.2%
817	Communication Equipment Repair	14,000		14,000		**25,000**		11,000	78.6%		11,000	78.6%
821	Operating Supplies	10,000		10,000		**10,000**		-	0.0%		-	0.0%
822	Pitkin County Radio	-		-		**22,900**		22,900	0.0%		22,900	0.0%
823	Dues, Memberships, & Subscriptions	4,000		4,000		**4,000**		-	0.0%		-	0.0%
824	Admin Employee Incentives	5,000		5,000		**5,000**		-	0.0%		-	0.0%
825	Data Processing Supplies	75,000		75,000		**85,000**		10,000	13.3%		10,000	13.3%
826	Scheduling Software Support	75,000		85,000		**91,700**		16,700	22.3%		6,700	7.9%
827	AVL/CAD Software Support	245,000		245,000		**252,000**		7,000	2.9%		7,000	2.9%
829	Trapeze Software Support	-		-		**52,060**		52,060	0.0%		52,060	0.0%
830	Software Renewal for modems and other	25,000		25,000		**25,000**		-	0.0%		-	0.0%
831	Genfare Support	30,000		30,000		**30,000**		-	0.0%		-	0.0%
832	Subtotal Operating Expenditures	846,500		877,500		**997,960**		151,460	17.9%		120,460	13.7%
833	**Travel Training:**											
834	Staff Development / Training	15,000		15,000		**15,000**		-	0.0%		-	0.0%
835	Travel /	8,000		5,000		**8,000**		-	0.0%		3,000	60.0%
838	Subtotal Travel and Training	23,000		20,000		**23,000**		-	0.0%		3,000	15.0%
844	**Information Technology Gross Totals**	**2,350,831**		**2,290,275**		**2,545,365**		**194,534**	**8.3%**		**255,090**	**11.1%**
845	Special Rev contra-Svc Contcts	(695,145)		(632,197)		**(701,872)**		(6,727)	1.0%		(69,675)	11.0%
847	**Information Technology Gross Totals**	**1,655,686**		**1,658,078**		**1,843,493**		**187,807**	**11.3%**		**185,415**	**11.2%**
848												
849	**ADMINISTRATION GROSS TOTALS**	**11,420,061**		**10,341,474**		**12,715,302**		**1,295,241**	**11.3%**		**2,373,828**	**23.0%**
850	**ADMINISTRATION NET TOTALS**	**8,362,886**		**7,486,861**		**9,209,118**		**846,232**	**10.1%**		**1,722,257**	**23.0%**
851												
852	**FACILITIES**											
853	Compensation Admin Facilities Dept	419,551		398,600		**380,500**		(39,051)	-9.3%		(18,100)	-4.5%
854	Compensation - Facilities Manager	15,846		15,100		**-**		(15,846)	-100.0%		(15,100)	-100.0%
855	Compensation - Assistant Facilities Manager	47,600		45,200		**51,300**		3,700	7.8%		6,100	13.5%
856	Compensation - Facilities Technicians	319,841		303,800		**314,500**		(5,341)	-1.7%		10,700	3.5%
857	Compensation - Janitorial Workers	84,581		80,400		**90,400**		5,819	6.9%		10,000	12.4%
858	Compensation - Project Managers	351,581		334,000		**327,400**		(24,181)	-6.9%		(6,600)	-2.0%
859	Alternative Activity	3,825		3,825		**3,800**		(25)	-0.7%		(25)	-0.7%
860	Overtime Pay	41,000		41,000		**41,000**		-	0.0%		-	0.0%
863	Safety Bonus	5,500		5,500		**5,500**		-	0.0%		-	0.0%
864	Other Bonus	13,200		13,200		**13,200**		-	0.0%		-	0.0%
865	Attendence Bonus	5,500		5,500		**5,500**		-	0.0%		-	0.0%
866	Seperation Pay	5,000		5,000		**5,000**		-	0.0%		-	0.0%
867	Fringe Benefits	201,874		193,700		**192,700**		(9,174)	-4.5%		(1,000)	-0.5%
868	Health Insurance	197,000		170,800		**166,500**		(30,500)	-15.5%		(4,300)	-2.5%
870	Subtotal Compensation	1,711,899		1,615,625		**1,597,300**		(114,599)	-6.7%		(18,325)	-1.1%
871	**Operating Expenditures**											
874	Cell phone reimbursement	5,010		5,280		**5,300**		290	5.8%		20	0.4%
875	Diesel	1,000		1,000		**1,000**		-	0.0%		-	0.0%
876	Unleaded	27,000		28,000		**28,800**		1,800	6.7%		800	2.9%
877	Uniform Allowance	7,200		13,000		**13,000**		5,800	80.6%		-	0.0%
879	Dues, Memberships, & Subscriptions	1,000		1,000		**1,000**		-	0.0%		-	0.0%
881	HAZMAT Dispoal	73,200		73,200		**73,200**		-	0.0%		-	0.0%
882	SWAMP Program	1,000		1,000		**1,000**		-	0.0%		-	0.0%
884	Building Signs	2,500		2,500		**2,500**		-	0.0%		-	0.0%
886	Office Supplies	5,000		5,000		**5,000**		-	0.0%		-	0.0%
887	Office Furniture	30,500		30,500		**30,500**		-	0.0%		-	0.0%
889	Admin Employee Incentives	1,900		2,100		**2,100**		200	10.5%		-	0.0%
891	Tools	9,500		9,500		**9,500**		-	0.0%		-	0.0%
892	Subtotal Operating Expense	164,810		172,080		**172,900**		8,090	103.5%		820	3.2%
893	**Travel and Training**											
894	Training/HAZMAT/Safety	2,500		2,500		**2,500**		-	0.0%		-	0.0%
895	Staff Development / Training	8,000		4,500		**8,000**		-	0.0%		3,500	77.8%
896	Travel	9,000		4,500		**9,000**		-	0.0%		4,500	100.0%
897	Subtotal Travel and Training	19,500		11,500		**19,500**		-	0.0%		8,000	69.6%
898	**Carbondale Housing - 5plex**											
899	Water/ Sewer	2,884		3,240		**3,300**		416	14.4%		60	1.9%
900	Natural Gas	2,754		2,754		**2,800**		46	1.7%		46	1.7%
901	Electric	2,244		2,100		**2,200**		(44)	-2.0%		100	4.8%
902	Trash Removal	3,090		3,665		**3,700**		610	19.7%		35	1.0%
903	Landscaping	1,269		1,269		**1,300**		31	2.4%		31	2.4%
904	Irrigation - CH	1,090		600		**600**		(490)	-45.0%		-	0.0%
905	Weed Management - CH	500		500		**500**		-	0.0%		-	0.0%
906	Building Repair and Maintenance	6,300		6,300		**6,300**		-	0.0%		-	0.0%
907	Service Contracts	1,200		1,200		**1,200**		-	0.0%		-	0.0%
912	Subtotal Carbondale - 8plex	21,331		21,628		**21,900**		569	2.7%		272	1.3%

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
928	**Carbondale Housing - Parker House**											
929	Water/ Sewer	9,800		8,500		**8,800**		(1,000)	-10.2%		300	3.5%
930	Natural Gas	5,350		5,350		**5,500**		150	2.8%		150	2.8%
931	Electric	11,890		13,800		**14,200**		2,310	19.4%		400	2.9%
932	Trash Removal	3,000		5,538		**5,500**		2,500	83.3%		(38)	-0.7%
934	Landscaping	3,250		3,250		**3,300**		50	1.5%		50	1.5%
935	Irrigation - (PH)	2,500		2,500		**2,500**		-	0.0%		-	0.0%
936	Weed Management - (PH)	500		500		**500**		-	0.0%		-	0.0%
937	Building Repair and Maintenance	30,000		30,000		**30,000**		-	0.0%		-	0.0%
939	Service Contracts	1,200		1,200		**1,200**		-	0.0%		-	0.0%
943	Subtotal Carbondale - Parker House	67,490		70,638		**71,500**		4,010	5.9%		862	1.2%
944	**Rubey Park (RP)**											
945	Janitorial Service and Supplies	215,832		215,832		**226,600**		10,768	5.0%		10,768	5.0%
946	Service Contracts-RP	500		500		**500**		-	0.0%		-	0.0%
947	Water/ Sewer	2,700		4,500		**4,500**		1,800	66.7%		-	0.0%
948	Natural Gas	15,300		13,000		**13,000**		(2,300)	-15.0%		-	0.0%
949	Electricity	5,295		5,295		**5,300**		5	0.1%		5	0.1%
950	Telephone	4,080		5,100		**5,100**		1,020	25.0%		-	0.0%
952	Trash	2,200		1,900		**1,900**		(300)	-13.6%		-	0.0%
953	Building Repair and Maintenance	9,000		10,500		**10,500**		1,500	16.7%		-	0.0%
955	Subtotal Rubey Park	254,907		256,627		**267,400**		12,493	4.9%		10,773	4.2%
956	**Aspen Maintenance Facility (AMF)**											
957	Janitorial Service and Supplies	87,952		75,000		**92,400**		4,448	5.1%		17,400	23.2%
958	Water	20,000		23,000		**23,500**		3,500	17.5%		500	2.2%
959	Natural Gas	60,999		60,000		**61,000**		1	0.0%		1,000	1.7%
961	Electric	93,126		91,000		**90,000**		(3,126)	-3.4%		(1,000)	0.0%
962	HCE Bill Credit	-		(8,752)		**-**		-	0.0%		8,752	0.0%
963	Phone	3,800		7,650		**7,900**		4,100	107.9%		250	0.3%
964	Trash	15,000		15,000		**15,000**		-	0.0%		-	0.0%
965	Landscaping	8,780		9,800		**5,800**		(2,980)	-33.9%		(4,000)	-26.7%
966	Irrigation - AMF	5,060		5,060		**5,100**		40	0.8%		40	0.4%
967	Weed Management - AMF	3,500		3,500		**3,500**		-	0.0%		-	0.0%
969	Service Contracts	44,850		64,000		**64,000**		19,150	42.7%		-	0.0%
970	Equipment Repair and Maint - AMF	8,000		25,000		**25,000**		17,000	212.5%		-	0.0%
971	Building Repair and Maintenance	84,000		84,000		**84,000**		-	0.0%		-	0.0%
975	Project #1 - AMF Fuel Leak Wells	53,300		53,300		**-**		(53,300)	-100.0%		(53,300)	-100.0%
976	Project #2 - AMF Fuel Leak Monitoring	19,100		19,100		**-**		(19,100)	-100.0%		(19,100)	-100.0%
977	Subtotal Aspen Maintenance Facility	507,467		526,658		**477,200**		(30,267)	-6.0%		(49,458)	-9.4%
978	**1340 Main Street Offices (Bunker)**											
979	Janitorial Service and Supplies	26,780		26,780		**27,300**		520	1.9%		520	1.9%
980	Water/ Sewer	1,122		1,122		**1,200**		78	7.0%		78	7.0%
981	Natural Gas	2,652		2,652		**2,700**		48	1.8%		48	1.8%
982	Electricity	2,040		2,040		**2,100**		60	2.9%		60	2.9%
983	Telephone	500		600		**600**		100	20.0%		-	0.0%
984	Trash	3,500		3,500		**3,500**		-	0.0%		-	0.0%
985	Landscaping	3,600		3,600		**3,600**		-	0.0%		-	0.0%
986	Irrigation - 1340	2,200		2,200		**2,200**		70	2.0%		-	0.0%
987	Weed Management - 1340	500		500		**500**		70	2.0%		-	0.0%
988	Service Contracts	3,000		2,000		**2,500**		(500)	-16.7%		500	25.0%
989	Building Repair and Maintenance	6,480		6,480		**6,480**		-	0.0%		-	0.0%
991	Subtotal 1340 Main Street Offices	52,374		51,474		**52,680**		306	0.6%		1,206	2.3%
992												
993	**Carbondale Maintenance Facility (CMF)**											
994	Janitorial Service and Supplies	40,900		40,900		**41,700**		800	2.0%		800	2.0%
995	Water/ Sewer	1,300		1,100		**1,100**		(200)	-15.4%		-	0.0%
996	Natural Gas	8,976		10,150		**9,400**		424	4.7%		(750)	-7.4%
997	Electricity	13,056		14,625		**13,000**		(56)	-0.4%		(1,625)	-11.1%
998	Telephone	2,802		4,818		**4,000**		1,198	42.8%		(818)	-17.0%
999	Trash	15,500		15,500		**15,500**		-	0.0%		-	0.0%
1000	Landscaping - CMF	1,000		600		**600**		(400)	-40.0%		-	0.0%
1001	Irrigation - CMF	500		500		**500**		-	0.0%		-	0.0%
1002	Weed Management - CMF	1,500		500		**500**		(1,000)	-66.7%		-	0.0%
1003	Service Contracts	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1004	Equipment Repair and Maintenance	200		200		**200**		-	0.0%		-	0.0%
1005	Building Repair and Maintenance	16,000		5,000		**16,000**		-	0.0%		11,000	220.0%
1011	Subtotal Carbondale Admin and Trails	102,734		94,893		**103,500**		766	0.7%		8,607	9.1%
1012	**Glenwood Maintenance Facility (GMF)**											
1013	Water/ Sewer	14,280		14,280		**14,700**		420	2.9%		420	2.9%
1014	Natural Gas	62,000		65,000		**65,000**		3,000	4.8%		-	0.0%
1015	Electric	64,260		57,000		**60,000**		(4,260)	-6.6%		3,000	5.3%
1016	Phone	4,245		5,300		**5,300**		1,055	24.9%		-	0.0%
1017	Trash	6,000		6,300		**5,400**		(600)	-10.0%		(900)	-14.3%
1018	Landscaping	2,000		2,007		**2,000**		-	0.0%		(7)	-0.3%
1019	Irrigation - GMF	500		500		**500**		-	0.0%		-	0.0%
1020	Weed Management - GMF	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1021	Snow Plowing	4,500		4,500		**4,500**		-	0.0%		-	0.0%
1022	Stabilization Monitoring program	2,500		-		**-**		(2,500)	-100.0%		-	0.0%
1023	Equipment Repair and Maintenance - GMF	2,700		20,000		**20,000**		17,300	640.7%		-	0.0%
1024	Building Repair and Maintenance	75,000		75,000		**75,000**		-	0.0%		-	0.0%
1025	Service Contract	35,000		22,000		**22,000**		(13,000)	-37.1%		0	0.0%
1026	Janitorial Service and Supplies	90,780		103,000		**92,600**		1,820	2.0%		(10,400)	-10.1%
1028	Subtotal Glenwood Maintenance Facility	364,765		375,887		**368,000**		3,235	0.9%		(7,887)	-2.1%
1029	**100 Midland Ave**											
1030	Rent	35,422		35,422		**39,200**		3,778	10.7%		3,778	10.7%
1031	Common Area Charges	5,980		5,980		**3,800**		(2,180)	-36.5%		(2,180)	-36.5%
1032	Utilities	2,950		1,200		**1,200**		(1,750)	-59.3%		-	0.0%
1033	Insurance	5,700		-		**-**		(5,700)	-100.0%		-	0.0%
1034	IT Intranet	1,800		1,800		**5,800**		4,000	222.2%		4,000	222.2%
1035	Copier Lease	750		750		**8,200**		7,450	993.3%		7,450	993.3%
1036	Building Repair and Maintenance	2,100		2,100		**2,100**		-	0.0%		-	0.0%
1037	Janitorial Service and Supplies	4,998		4,998		**5,100**		102	2.0%		102	2.0%
1038	Subtotal 100 Midland Ave	59,700		52,250		**65,400**		5,700	9.5%		13,150	25.2%
1039	**1517 Blake Ave - (Suite 201)**											
1040	Rent	28,875		27,000		**27,500**		(1,375)	-4.8%		500	1.9%
1041	Common Area Charges	2,400		3,600		**3,600**		1,200	50.0%		-	0.0%
1042	Utilities	2,300		2,400		**2,300**		-	0.0%		(100)	-4.2%
1043	Insurance	600		500		**600**		-	0.0%		100	20.0%

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1044	Trash & Recycling	900		900		**900**		-	0.0%		-	0.0%
1045	IT Intranet	3,600		3,000		**3,600**		-	0.0%		600	20.0%
1046	Copier Lease	1,700		1,600		**1,600**		(100)	-5.9%		-	0.0%
1047	Building Repair and Maintenance	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1048	Janitorial Service and Supplies	14,280		14,280		**14,600**		320	2.2%		320	2.2%
1049	Special Revenue(Contra)	(16,697)		(16,284)		**(14,000)**		2,697	-16.2%		2,284	-14.0%
1053	Subtotal 1517 Blake Ave - Suite 201	38,958		37,996		**41,700**		2,742	7.0%		3,704	9.7%
1054	**1517 Blake Ave - (IT-Suite 101)**											
1055	Rent	16,920		16,950		**16,900**		(20)	-0.1%		(50)	-0.3%
1056	Common Area Charges	3,000		1,600		**1,600**		(1,400)	-46.7%		-	0.0%
1057	Utilities	1,000		1,600		**1,600**		600	60.0%		-	0.0%
1058	Insurance	600		300		**300**		(300)	-50.0%		-	0.0%
1059	Trash & Recycling	550		300		**300**		(250)	-45.5%		-	0.0%
1060	IT Intranet	3,600		3,600		**-**		(3,600)	-100.0%		(3,600)	-100.0%
1061	Copier Lease	2,100		2,100		**1,500**		(600)	-28.6%		(600)	-28.6%
1062	Building Repair and Maintenance	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1063	Janitorial Service and Supplies	7,956		7,956		**8,100**		144	1.8%		144	1.8%
1064	Subtotal 1517 Blake Ave - Suite 101	36,726		35,406		**31,300**		(5,426)	-14.8%		(4,106)	-11.6%
1065	Subtotal All Facilities	1,469,726		1,488,051		**1,469,280**		(446)	0.0%		(18,771)	-1.3%
1066	**COVID - 19**											
1067	COVID-19 Cardiff Cleaning-GMF	307,000		307,000		**260,800**		(46,200)	-15.0%		(46,200)	-15.0%
1068	COVID-19 Preferred Clean-AMF	131,780		131,560		**130,200**		(1,580)	-1.2%		(1,360)	-1.0%
1069	COVID-19 ECOS	200,121		200,121		**50,000**		(150,121)	-75.0%		(150,121)	-75.0%
1070	COVID-19 Supplies	35,000		35,000		**30,000**		(5,000)	-14.3%		(5,000)	-14.3%
1072	COVID-19 Temp Janitors-RP	64,064		64,064		**66,000**		1,936	3.0%		1,936	3.0%
1073	Subtotal COVID - 19	737,965		737,745		**537,000**		(200,965)	-27.2%		(200,745)	-27.2%
1074												
1075	**FACILITIES GROSS TOTAL**	**4,140,626**		**4,060,407**		**3,827,280**		**(313,346)**	**-7.6%**		**(233,127)**	**-5.7%**
1076	special revenue contra - service contracts	(1,089,318)		(1,120,816)		**(1,055,354)**		-	0.0%		-	0.0%
1079	**FACILITIES NET TOTAL**	**3,051,308**		**2,939,591**		**2,771,926**		**(279,382)**	**-9.2%**		**(167,665)**	**-5.7%**
1080												
1081	**BOARD OF DIRECTORS**											
1082	**Attorney**											
1091	**Operating Expenditures**											
1094	Professional / Legal Services	180,000		265,000		**265,000**		85,000	47.2%		-	0.0%
1100	Subtotal Operating Expense	180,000		265,000		**265,000**		85,000	47.2%		-	0.0%
1101	**Travel Training**					**-**						
1105	Subtotal Attorney	180,000		265,000		**265,000**		85,000	47.2%		-	0.0%
1106	**Board of Directors**											
1108	Professional Services (Audit)	25,000		24,600		**25,800**		800	3.2%		1,200	4.9%
1109	Recording Services	4,500		5,250		**5,500**		1,000	22.2%		250	4.8%
1111	Meetings & Retreats	6,200		6,200		**6,200**		-	0.0%		-	0.0%
1113	Operating Supplies	300		300		**300**		-	0.0%		-	0.0%
1114	Subtotal Board of Directors	36,000		36,350		**37,800**		1,800	5.0%		1,450	4.0%
1115	**ATTORNEY & BOARD OF DIRECTORS GROSS TOTAL**	**216,000**		**301,350**		**302,800**		**86,800**	**40.2%**		**1,450**	**0.5%**
1116	Special Rev contra-Svc Contcts	(59,098)		(83,183)		**(83,496)**		88,600	-149.9%		(312)	0.4%
1117	**ATTORNEY & BOARD OF DIRECTORS NET TOTAL**	**156,902**		**218,167**		**219,304**		**62,402**	**39.8%**		**1,138**	**0.5%**
1118												
1119	**GROSS SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES**	**45,881,962**		**43,904,559**		**50,826,506**		**4,944,544**	**10.8%**		**6,921,947**	**15.8%**
1120	**NET SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES**	**33,757,499**		**31,765,347**		**36,785,341**		**3,027,842**	**9.0%**		**5,019,994**	**15.8%**
1121												
1122	**TRAILS & CORRIDOR MANAGEMENT**											
1123	**TRAILS & CORRIDOR MANAGEMENT**											
1124	Compensation Trails Dept	190,400		186,500		**329,700**		139,300	73.2%		143,200	76.8%
1127	Overtime Pay	-		9,000		**6,000**		6,000	0.0%		(3,000)	-33.3%
1129	Safety Bonus	500		500		**500**		-	0.0%		-	0.0%
1130	Attendance Bonus	500		500		**500**		-	0.0%		-	0.0%
1131	Other Bonus	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1134	Fringe Benefits	30,300		30,800		**52,200**		21,900	72.3%		21,400	69.5%
1135	Health Insurance	28,800		28,800		**42,600**		13,800	47.9%		13,800	47.9%
1136	Subtotal Compensation	251,500		257,100		**432,500**		181,000	72.0%		175,400	68.2%
1137	**Operating Expenditures**											
1138	Professional Services	45,000		10,000		**25,000**		(20,000)	-44.4%		15,000	150.0%
1139	Professional Services-Contra	-		(10,000)		**-**		-	0.0%		10,000	-100.0%
1142	Dues, Memberships, & Subscriptions	1,500		1,500		**1,500**		-	0.0%		-	0.0%
1143	Admin Employee Incentives	1,000		1,200		**1,200**		200	20.0%		-	0.0%
1144	Uniforms Allowance	1,200		1,500		**1,800**		600	50.0%		300	20.0%
1145	Diesel	1,150		1,150		**1,200**		50	4.3%		50	4.3%
1146	Unleaded	2,700		2,700		**2,800**		100	3.7%		100	3.7%
1147	Subtotal Operating Expenditures	52,550		8,050		**33,500**		(19,050)	-36.3%		25,450	316.1%
1154	**Trail Operating Expense**											
1155	Covenant Enforcement - Purchased Services	10,000		10,000		**10,000**		-	0.0%		-	0.0%
1157	One time, third party services	10,500		10,500		**10,500**		-	0.0%		-	0.0%
1158	Rio Grande Trails Restrooms - Maintenance	4,500		3,500		**4,500**		-	0.0%		1,000	28.6%
1159	Equipment & Supplies	15,000		9,000		**12,000**		(3,000)	-20.0%		3,000	33.3%
1160	Adopt a Trail Program	500		500		**800**		300	60.0%		300	60.0%
1161	Access control Management	5,000		-		**-**		(5,000)	-100.0%		-	0.0%
1162	Rules and Regulation Enforcement	4,500		4,500		**4,500**		-	0.0%		-	0.0%
1163	Wildlife Monitoring	500		500		**500**		-	0.0%		-	0.0%
1165	Trails Vehicle Repair & Maintenance	4,500		4,000		**4,500**		-	0.0%		500	12.5%
1166	Carbondale Revegetation	2,000		2,000		**2,000**		-	0.0%		-	0.0%
1167	Cell phone reimbursement	720		720		**700**		(20)	-2.8%		(20)	-2.8%
1168	Railroad Corridor Land Management	200,000		200,000		**200,000**		-	0.0%		-	0.0%
1171	Repair and Maintenance	-		-		**71,000**		71,000	0.0%		71,000	0.0%
1172	Weed Management	100,000		100,000		**100,000**		-	0.0%		-	0.0%
1173	Subtotal Trail Expenditures	357,720		345,220		**421,000**		63,280	17.7%		75,780	22.0%
1174	Subtotal Operating Expenditures	310,270		353,270		**454,500**		144,230	46.5%		101,230	28.7%
1175	**Travel and Training**											
1176	Staff Development / Training	4,500		2,500		**4,500**		-	0.0%		2,000	80.0%
1177	Travel	4,500		2,500		**4,500**		-	0.0%		2,000	80.0%
1178	Subtotal Travel and Training	9,000		5,000		**9,000**		-	0.0%		4,000	80.0%
1179												
1180	**GROSS SUBTOTAL TRAILS & CORRIDOR MANAGEMENT**	**670,770**		**615,370**		**896,000**		**225,230**	**33.6%**		**280,630**	**45.6%**
1181												
1182	**NET SUBTOTAL TRAILS & CORRIDOR MANAGEMENT**	**670,770**		**615,370**		**896,000**		**225,230**	**33.6%**		**280,630**	**45.6%**
1183												
1184	**GROSS TOTAL DEPARMENTAL EXPENDITURES**	**46,552,732**		**44,519,929**		**51,722,506**		**5,169,774**	**11.1%**		**7,202,577**	**16.2%**
1185	**NET TOTAL DEPARMENTAL EXPENDITURES**	**34,428,269**		**32,380,717**		**37,681,341**		**3,253,072**	**9.4%**		**5,300,624**	**16.4%**
1186												
1187	Revenues less Gross Operating Expenditures	70,100,595		39,680,360		**9,316,085**		(60,784,510)	-86.7%		(30,364,275)	-76.5%
1188	Revenues less Net Operating Expenditures	82,225,058		51,819,572		**23,357,250**		(58,867,808)	-71.6%		(28,462,321)	-54.9%
1190												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1191	**CAPITAL EXPENDITURES**											
1193		**TRANSIT**										
1194	**Rolling Stock**											
1195	Buses - Diesel	13,827,135		8,256,215		**9,233,300**		(4,593,835)	-33.2%		977,085	11.8%
1197	6 Diesel Coaches (MCIs)	4,512,000		4,368,904		-		(4,512,000)	-100.0%		(4,368,904)	-100.0%
1201	Traveler's Vans	275,360		177,615		-		(275,360)	-100.0%		(177,615)	-100.0%
1207	Rolling Stock Total	18,614,495		12,802,734		**9,233,300**		(9,381,195)	-50.4%		(3,569,434)	-27.9%
1208	**Other Vehicle Maintenance Capital Purchases**											
1210	22 Driver Seats in 2013 Gilligs	23,355		-		-		(23,355)	-100.0%		-	0.0%
1212	Driver's Barriers	43,462		43,462		**35,000**		(8,462)	-19.5%		(8,462)	-19.5%
1213	Engine / Transmission rebuilds	512,610		250,000		**375,000**		(137,610)	-26.8%		125,000	50.0%
1214	Subtotal Transit Capital Purchases	579,427		293,462		**410,000**		(169,427)	-29.2%		116,538	39.7%
1215	**Planning Capital**											
1221	Zero Emission Vehicle (ZEV) Roadmap	-		-		**150,000**		150,000	0.0%		150,000	0.0%
1222	RFTA Climate Action Plan (CAP)	-		-		**100,000**		100,000	0.0%		100,000	0.0%
1223	USFS Maroon Bells Study	-		-		**25,000**		25,000	0.0%		25,000	0.0%
1224	We-Cycle Bike Stations	-		-		**62,000**		62,000	0.0%		62,000	0.0%
1225	Basalt Microstransit Pilot Project	-		-		**190,000**		190,000	0.0%		190,000	0.0%
1226	Regional First and Last Mile Mobility Study	200,000		160,000		-		(200,000)	-100.0%		(160,000)	-100.0%
1227	Community Survey	40,000		-		-		(40,000)	-100.0%		-	0.0%
1228	On-Board Survey	15,000		15,000		**45,000**		30,000	200.0%		30,000	200.0%
1229	Battery Electric Bus (BEB) Renewable Energy Offset	10,000		10,000		-		(10,000)	-100.0%		(10,000)	-100.0%
1230	Pitkin County Integrated Clean Energy System Feasibility Study	5,000		5,000		-		(5,000)	-100.0%		(5,000)	-100.0%
1231	GWS Corridor Study	182,819		182,819		**150,000**		(32,819)	-18.0%		(32,819)	-18.0%
1232	27th St Grade Feas Study	21,919		-		-		(21,919)	-100.0%		-	0.0%
1233	Subtotal Planning Capital Capital Purchases	474,738		372,819		**722,000**		247,262	52.1%		349,181	93.7%
1234	**Facilities Building Improvments**											
1235	**Glenwood Maintenance Operation Center**											
1237	GMOC building demolition	55,000		55,000		-		(55,000)	-100.0%		(55,000)	-100.0%
1238	GMOC environmental mitigation	13,225		11,000		-		(13,225)	-100.0%		(11,000)	-100.0%
1240	GWS MOC Site Study	116,026		12,900		-		(116,026)	-100.0%		(12,900)	-100.0%
1241	Subtotal Facilities Building Improvments Capital Purchases	184,251		78,900		-		(184,251)	-100.0%		(78,900)	-100.0%
1242	**Glenwood Maintenance Facilities - Phase 2**											
1243	GMF Construction	966,760		-		-		(966,760)	-100.0%		-	0.0%
1244	GMF Owner Contingency	13,900		13,900		-		(13,900)	-100.0%		(13,900)	-100.0%
1245	GMF Permitting	39,770		39,770		-		(39,770)	-100.0%		(39,770)	-100.0%
1248	GMF Phase I Construction	-		-		-		-	0.0%		-	0.0%
1249	Subtotal Glenwood Maintenance Facilities - Phase 2 Capital Purchases	1,530,981		488,670		-		(1,530,981)	-100.0%		(488,670)	-100.0%
1250	**Glenwood Maintenance Facilities - Phase 3, 4, 5, & 7**											
1251	GMF Architect & Engineering Services	3,035,693		70,000		-		(3,035,693)	-100.0%		(70,000)	-100.0%
1252	GMF Expanion Pjt-Ph 3,4,5 & 7	24,415,307		-		-		(24,415,307)	-100.0%		-	0.0%
1253	Subtotal Glenwood Maintenance Facilities - Phase 3, 4, 5, & 7 Capital Pı	27,451,000		-		-		(27,451,000)	-100.0%		-	0.0%
1254	**AMF Fuel Farm Design/Build**											
1257	AMF Fuel Farm Design-Build Planset	9,448		9,448		-		(9,448)	-100.0%		(9,448)	-100.0%
1258	Subtotal AMF Fuel Farm Design/Build Capital Purchases	9,448		9,448		-		(9,448)	-100.0%		(9,448)	-100.0%
1260	**27th Street Improvements**											
1263	27th Street PNR Expansion - Construction	3,550,392		-		-		(3,550,392)	-100.0%		-	0.0%
1264	Subtotal 27th Street Improvements Capital Purchases	3,550,392		-		-		(3,550,392)	-100.0%		-	0.0%
1273	Asphalt Pavement Repair	50,000		36,445		-		(50,000)	-100.0%		(36,445)	-100.0%
1276	BEB On-route Charger	-		-		**1,100,000**		1,100,000	0.0%		1,100,000	0.0%
1277	AMF Duct Cleaning	-		-		**29,300**		29,300	0.0%		29,300	0.0%
1278	Basalt Pedestrian Underpass	62,000		-		-		(62,000)	-100.0%		-	0.0%
1281	Contr River Walk Trail/crossng	200,000		-		-		(200,000)	-100.0%		-	0.0%
1282	Subtotal Bus Stops Capital Purchases	312,000		36,445		**1,129,300**		(2,733,092)	-876.0%		1,092,855	2998.6%
1286	RFTA Housing Replacement Design	991,450		105,517		-		(991,450)	-100.0%		(105,517)	-100.0%
1290	GMF CNG Emergency Response Plan	24,000		-		-		(24,000)	-100.0%		-	0.0%
1291	Stormwater Management Plans	33,000		33,000		-		(33,000)	-100.0%		(33,000)	-100.0%
1293	Contribution for USFS Housing Study Conceptual Design	12,500		12,500		-		(12,500)	-100.0%		(12,500)	-100.0%
1294	TOSV Transit Station Contribution	-		-		**500,000**		500,000	0.0%		500,000	0.0%
1295	Maroon Creek Roundabout - Contribution	-		-		**300,000**		300,000	0.0%		300,000	0.0%
1296	South Bridge Contribution	-		-		**4,000,000**		4,000,000	0.0%		4,000,000	0.0%
1297	Rail Salvage Study	-		-		**10,000**		10,000	0.0%		10,000	0.0%
1298	Bus Stops (Basalt) - Contribution	-		-		**130,000**		130,000	0.0%		130,000	0.0%
1300	EOTC - Brush Creek P&R Contribution	500,000		-		-		(500,000)	-100.0%		-	0.0%
1301	Paepcke Transit Hub Project	50,000		-		-		(50,000)	-100.0%		-	0.0%
1302	Subtotal Other Projects Capital Purchases	1,610,950		151,017		**4,940,000**		3,329,050	206.7%		4,788,983	3171.2%
1303	**Aspen Maintenance Facility**											
1305	ABB Service Agreement-Warranty	34,050		34,050		-		(34,050)	-100.0%		(34,050)	-100.0%
1311	AMF Repair floor drain system	-		-		**62,000**		62,000	0.0%		62,000	0.0%
1312	Paint Booth Improvements	-		-		**8,800**		8,800	0.0%		8,800	0.0%
1320	Subtotal Aspen Maintenance Facility Capital Purchases	34,050		34,050		**70,800**		36,750	107.9%		36,750	107.9%
1331	**Bunker Facility**											
1332	Bunker HVAC system	20,000		8,500		**100,000**		80,000	400.0%		91,500	1076.5%
1334	Subtotal Bunker Facility Capital Purchases	20,000		8,500		**100,000**		80,000	400.0%		91,500	1076.5%
1339	Midland Ave Office Furniture	70,800		70,800		-		(70,800)	-100.0%		(70,800)	-100.0%
1340	Midland Ave Office Remodel	30,000		35,000		-		(30,000)	-100.0%		(35,000)	-100.0%
1341	Subtotal Midland Ave Facility Capital Purchases	100,800		105,800		-		(100,800)	-100.0%		(105,800)	-100.0%
1342	**Parker House Improvements**											
1343	Parker House Improvements	100,000		75,000		-		(100,000)	-100.0%		(75,000)	-100.0%
1345	Subtotal Parker House Improvements Capital Purchases	100,000		75,000		-		(100,000)	-100.0%		(75,000)	-100.0%
1350	Subtotal Facilities Building Improvements	34,903,872		1,057,830		**6,240,100**		(57,830,004)	-2861.4%		4,614,700	6330.7%
1370	**Other Equipment**											
1371	3 Position Bike Racks for 2022 Buses	-		-		**20,000**		20,000	0.0%		20,000	0.0%
1372	2 Liftgates for VM Trucks	-		-		**10,000**		10,000	0.0%		10,000	0.0%
1373	NF D40Lfr Bike Rack Upgrade	35,133		35,133		-		(35,133)	-100.0%		(35,133)	-100.0%
1374	MCI Bike Rack Upgrade	28,606		28,606		-		(28,606)	-100.0%		(28,606)	-100.0%
1375	Gillig Bike Rack Upgrade	34,956		34,776		-		(34,956)	-100.0%		(34,776)	-100.0%
1376	Subtotal Other Equipment Capital Purchases	98,695		98,515		**30,000**		(68,695)	-69.6%		(68,515)	-69.5%
1377	**Non-Revenue Vehicles**											
1381	IT Vehicle Replacement	-		-		**30,000**		30,000	0.0%		30,000	0.0%
1382	2022 Ford F350	-		-		**40,000**		40,000	0.0%		40,000	0.0%
1383	IT Vehicle Replacement	-		-		**32,400**		32,400	0.0%		32,400	0.0%
1384	Operations Vehicle Replacement	-		-		**32,500**		32,500	0.0%		32,500	0.0%
1385	4 Vehicle Replacements - Facilities Trucks	-		-		**205,100**		205,100	0.0%		205,100	0.0%
1386	New Transit Connect Shuttle	-		-		**29,300**		29,300	0.0%		29,300	0.0%
1387	2021 Ford Escape Hybrid	-		-		**29,600**		29,600	0.0%		29,600	0.0%
1388	Equipment for 4 New Facilities Vehicles	-		-		**20,000**		20,000	0.0%		20,000	0.0%
1390	Vehicle Capital - Admin	30,000		30,000		-		(30,000)	-100.0%		(30,000)	-100.0%
1391	Subtotal Non-Revenue Vehicles Capital Purchases	30,000		30,000		**418,900**		388,900	1296.3%		388,900	1296.3%
1392	**Information Technology**											
1393	BEB EAM Integration	49,746		49,746		-		(49,746)	-100.0%		(49,746)	-100.0%
1394	Clever Server Software Upgrade & Training	127,844		127,844		**31,000**		(96,844)	-75.8%		(96,844)	-75.8%
1397	Fixed Route Scheduling Software	90,000		90,000		-		(90,000)	-100.0%		(90,000)	-100.0%

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1399	Computers	22,000		19,000		**15,000**		(7,000)	-31.8%		(4,000)	-21.1%
1400	Computers - Lap Top	58,265		55,000		**25,000**		(33,265)	-57.1%		(30,000)	-54.5%
1401	PitCo Dispatch & Radio Infrastructure	22,500		22,500		**-**		(22,500)	-100.0%		(22,500)	-100.0%
1404	Exchange Server hardware and Software	12,431		12,431		**-**		(12,431)	-100.0%		(12,431)	-100.0%
1405	CleverWorks	50,000		54,000		**-**		(50,000)	-100.0%		(54,000)	-100.0%
1407	Computer Software	98,000		90,000		**98,000**		-	0.0%		8,000	8.9%
1409	IT Equipment and Upgrades	75,500		75,500		**85,000**		9,500	12.6%		9,500	12.6%
1410	IT Equip, Camera System-COA Vn	-		-		**-**		-	0.0%		-	0.0%
1411	Server (GMF and CMF)	40,000		40,000		**30,000**		(10,000)	-25.0%		(10,000)	-25.0%
1412	Printers and Scanners	2,500		2,500		**2,500**		-	0.0%		-	0.0%
1414	Mobile Ticketing	494,000		260,000		**-**		(494,000)	-100.0%		(260,000)	-100.0%
1416	Predictive Safety Fit For Duty Test	40,000		10,000		**-**		(40,000)	-100.0%		(10,000)	-100.0%
1417	Benefits Administration Software	20,000		-		**-**		(20,000)	-100.0%		-	0.0%
1418	Four Mobile Workstations for Supervisor Vehicles	20,000		20,000		**-**		(20,000)	-100.0%		(20,000)	-100.0%
1419	TCH Software	16,500		16,500		**-**		(16,500)	-100.0%		(16,500)	-100.0%
1420	Contract/Performance Management Software	10,000		-		**-**		(10,000)	-100.0%		-	0.0%
1421	Passenger Modem Replacement	82,569		82,569		**-**		(82,569)	-100.0%		(82,569)	-100.0%
1422	Phase I - SH82 TSP Maintenance	-		-		**50,000**		50,000	0.0%		50,000	0.0%
1423	4 Radio Consoles	-		-		**380,000**		380,000	0.0%		380,000	0.0%
1424	Bus Radio Programming	-		-		**15,000**		15,000	0.0%		15,000	0.0%
1425	Vertx Server	-		-		**40,000**		40,000	0.0%		40,000	0.0%
1426	Virtual Desktops	-		-		**30,000**		30,000	0.0%		30,000	0.0%
1427	Location Based PreTrip System and Module	-		-		**132,000**		132,000	0.0%		132,000	0.0%
1430	Subtotal Equipment	1,460,550		1,027,590		**933,500**		(527,050)	-36.1%		(94,090)	-9.2%
1431	**Transit Capital Totals**	**56,033,082**		**15,682,950**		**17,987,800**		**(38,045,282)**	**-67.9%**		**2,304,850**	**14.7%**
1432												
1433		**TRAILS**										
1436	RGT Bridge Inspection & Design	8,218		8,676		**28,000**		19,782	240.7%		19,324	222.7%
1443	Cx Skiing Grooming Equipment	19,000		-		**-**		(19,000)	-100.0%		-	0.0%
1446	Ebike	-		-		**6,000**		6,000	0.0%		6,000	0.0%
1447	Dump Trailer	-		-		**8,000**		8,000	0.0%		8,000	0.0%
1448	Wingo Bridge Deck Replacemnt	30,000		-		**-**		(30,000)	-100.0%		-	0.0%
1449	Wingo Bridge Abutments	503,242		1,351		**-**					(1,351)	-100.0%
1451	River Connection at Satank	24,705		-		**-**		(24,705)	-100.0%		-	0.0%
1454	2 Flashing Ped. Lights at CR154 (PUC Application)	100,000		100,000		**-**		(100,000)	-100.0%		(100,000)	-100.0%
1455	Rosebud Trailhead Improvements	83,531		3,800		**-**		(83,531)	-100.0%		(3,800)	-100.0%
1456	Rio Grande Trail Maintenance & Improvements (Destination 2040 Pro	300,000		140,000		**300,000**		-	0.0%		160,000	114.3%
1459	**Trails Capital Total**	**1,068,696**		**253,827**		**342,000**		**(726,696)**	**-68.0%**		**88,173**	**34.7%**
1460												
1461	**CAPITAL EXPENDITURES TOTAL**	**57,101,778**		**15,936,777**		**18,329,800**		**(38,771,978)**	**-67.9%**		**2,393,023**	**15.0%**
1462												
1463	**Grand Total General Fund Gross Expenditures**	**103,654,510**		**60,456,706**		**70,052,307**		**(33,602,203)**	**-32.4%**		**9,595,601**	**15.9%**
1464	**Grand Total General Fund Net Expenditures**	**91,530,047**		**48,317,494**		**56,011,141**		**(35,518,906)**	**-38.8%**		**7,693,647**	**15.9%**
1465												
1466	**Annual Debt Service**											
1473	2008 Capital Lease - Property DS Principal	127,527		127,527		**133,239**		5,712	4.5%		5,712	4.5%
1474	2008 Capital Lease - Property DS Interest	45,450		45,450		**39,738**		(5,712)	-12.6%		(5,712)	-12.6%
1486	2011 Capital Lease - 1340 Main St Principal	47,804		47,804		**50,031**		2,227	4.7%		2,227	4.7%
1487	2011 Capital Lease - 1340 Main St Interest	28,572		28,572		**26,345**		(2,227)	-7.8%		(2,227)	-7.8%
1502	2015 Lease Purchase - Community Solar Array Princial	1,204,763		1,204,763		**-**		(1,204,763)	-100.0%		(1,204,763)	-100.0%
1503	2015 Capital Lease - Community Solar Array Interest	5,890		5,890		**-**		(5,890)	-100.0%		(5,890)	-100.0%
1510	2016 Capital Lease - 6 Bus DS Principal	359,607		359,607		**366,390**		6,783	1.9%		6,783	1.9%
1511	2016 Capital Lease - 6 Bus DS Interest	53,770		53,770		**46,987**		(6,783)	-12.6%		(6,783)	-12.6%
1516	2018 Capital Lease - 2 Vehicles Principal	7,447		7,447		**-**		(7,447)	-100.0%		(7,447)	-100.0%
1517	2018 Capital Lease - 2 Vehicles Interest	518		518		**-**		(518)	-100.0%		(518)	-100.0%
1518	2019 Capital Lease - 1 Vehicles Principal	8,422		8,422		**9,011**		589	7.0%		589	7.0%
1519	2019 Capital Lease - 1 Vehicles Interest	1,220		1,220		**631**		(589)	-48.3%		(589)	-48.3%
1520	2019 Capital Lease - 2 Equipment Principal	6,289		6,289		**6,698**		409	6.5%		409	6.5%
1521	2019 Capital Lease - 2 Equipment Interest	2,330		2,330		**1,921**		(409)	-17.6%		(409)	-17.6%
1523	2019 Capital Lease - 1 Vehicle Principal	10,028		10,028		**10,731**		703	7.0%		703	7.0%
1524	2019 Capital Lease - 1 Vehicle Interest	1,453		1,453		**751**		(702)	-48.3%		(702)	-48.3%
1525	2021 Capital Lease - Principal (6 New Buses)	239,174		126,850		**246,866**		7,692	3.2%		120,016	94.6%
1526	2021 Capital Lease - Interest (6 New Buses)	81,076		29,282		**65,398**		(15,678)	-19.3%		36,117	123.3%
1527	2022 Capital Lease - Principal (4 New Buses)	-		-		**89,247**		89,247	0.0%		89,247	0.0%
1528	2022 Capital Lease - Interest (4 New Buses)	-		-		**31,000**		31,000	0.0%		31,000	0.0%
1532	2020 Bonds (Pitkin County) - Principal	330,000		330,000		**360,000**		30,000	9.1%		30,000	9.1%
1533	2020 Bonds (Pitkin County) - Interest	211,860		211,860		**165,000**		(46,860)	-22.1%		(46,860)	-22.1%
1534	Debt Service Total	**2,773,200**		**2,609,082**		**1,649,984**		**(1,123,216)**	**-40.5%**		**(959,098)**	**-36.8%**
1542	**Total General Fund Gross Expenditure, Reserves and Debt Service**	**106,427,710**		**63,065,788**		**71,702,291**		**(34,725,419)**	**-32.6%**		**8,636,503**	**13.7%**
1543	**Total General Fund Net Expenditure, Reserves and Debt Service**	**94,303,247**		**50,926,576**		**57,661,125**		**(36,642,122)**	**0.0%**		**6,734,549**	**13.2%**
1544												
1545	**Other Financing Use**											
1551	Transfer to Series 2012A DSF	390,304		390,304		**389,832**		(472)	-0.1%		(472)	-0.1%
1554	Transfer to Series 2013B DSF	83,780		83,780		**87,808**		4,028	4.8%		4,028	4.8%
1555	Transfer to Series 2019 DSF	2,098,900		2,098,900		**2,097,900**		(1,000)	0.0%		(1,000)	0.0%
1556	Transfer to Series 2021A DSF	574,552		574,552		**1,680,600**		1,106,048	192.5%		1,106,048	192.5%
1557	Transfer to Bus Stops/PNR SRF	559,359		441,745		**576,175**		16,816	3.0%		134,430	30.4%
1558	Transfer to Service Contract SRF (Traveler)	168,270		168,270		**161,045**		(7,225)	-4.3%		(7,225)	-4.3%
1564	**Total Other Financing Use**	**3,875,165**		**3,757,551**		**4,993,360**		**1,118,195**	**195.9%**		**1,235,809**	**32.9%**
1566												
1567	**General Fund Net Revenue (Gross Expenditures)**	**6,350,452**		**17,376,950**		**(15,657,059)**		**(22,007,511)**	**-346.6%**		**(33,034,009)**	**-190.1%**
1568	**General Fund Net Revenue (Net Expenditures)**	**18,474,915**		**29,516,162**		**(1,615,894)**		**(20,090,809)**	**-108.7%**		**(31,132,056)**	**-105.5%**
1573												
1574	**SPECIAL REVENUE FUND - Service Contracts**											
1575												
1576	REVENUES											
1577	Traveler's Contract	549,827		393,223		**499,210**		(50,617)	-9.2%		105,987	27.0%
1581	City of GWS Discretionary Grant	30,000		30,000		**30,000**		-	0.0%		-	0.0%
1585	**Subtotal Traveler**	**579,827**		**423,223**		**529,210**		**(50,617)**	**-8.7%**		**105,987**	**25.0%**
1586												
1587												
1590	Charter Service	151,000		-		**50,000**		(101,000)	-66.9%		50,000	0.0%
1595	City of Aspen Contribution	6,621,436		6,627,421		**7,682,570**		1,061,134	16.0%		1,055,149	15.9%
1597	City of Aspen Capital	249,259		221,739		**296,137**		46,878	18.8%		74,399	33.6%
1598	City of Aspen training	610,505		742,629		**851,763**		241,258	39.5%		109,133	14.7%
1602	Glenwood Springs -Ride GWS	1,055,910		1,048,033		**1,191,394**		135,484	12.8%		143,362	13.7%
1603	Glenwood Springs Capital	53,562		46,160		**61,153**		7,591	14.2%		14,993	32.5%
1604	Glenwood Springs training	90,837		110,316		**124,035**		33,198	36.5%		13,719	12.4%
1605	Aspen Ski Company	2,274,711		2,306,146		**2,636,642**		361,931	15.9%		330,496	14.3%
1606	Aspen Ski Company Capital	127,208		114,380		**140,894**		13,686	10.8%		26,513	23.2%
1607	Aspen Ski Company Capital lease	436,558		436,558		**446,665**		10,107	2.3%		10,107	2.3%
1608	Aspen Ski Company training	189,799		234,153		**271,260**		81,461	42.9%		37,108	15.8%
1609	MAA / Burlingame	220,883		220,883		**250,335**		29,452	13.3%		29,452	13.3%
1610	MAA / Burlingame Capital	10,794		10,794		**12,318**		1,524	14.1%		1,524	14.1%
1612	**Service contracts Ski CO, COA and GWS, charter**	**12,092,462**		**12,119,212**		**14,015,165**		**1,922,703**	**15.9%**		**1,895,954**	**15.6%**
1613												
1614	**Other Financing Sources**											
1615	Transfer in from GF	168,270		168,270		**161,045**		(7,225)	-4.3%		(7,225)	-4.3%
1619	**Total revenue and Other Financing Sources**	**12,840,559**		**12,710,705**		**14,705,420**		**1,864,861**	**14.5%**		**1,994,716**	**15.7%**
1620												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1621	EXPENDITURES											
1622	Compensation Admin Operation	50,000		50,000		**61,500**		11,500	23.0%		11,500	23.0%
1623	Salaries Supervisor Ops Dpt	88,000		88,000		**100,300**		12,300	14.0%		12,300	14.0%
1624	Salaries Relief Supervisor Ops Dpt	62,000		18,222		**-**		(62,000)	-100.0%		(18,222)	-100.0%
1627	Salaries NonCDL Bus (FTYR) Ops Dpt	181,200		83,000		**199,250**		18,050	10.0%		116,250	140.1%
1628	Salaries NonCDL Bus (PTYR) Ops Dpt	48,800		68,000		**24,750**		(24,050)	-49.3%		(43,250)	-63.6%
1629	Salaries Mechanics Mtn Dpt	32,000		20,000		**26,000**		(6,000)	-18.8%		6,000	30.0%
1630	Alternative Activity	2,100		2,100		**2,100**		-	0.0%		-	0.0%
1631	Overtime Pay	2,550		2,550		**2,550**		-	0.0%		-	0.0%
1632	Bonus Pay	1,750		5,500		**1,750**		-	0.0%		(3,750)	-68.2%
1634	Shift Pay	-		6,600		**3,300**		3,300	0.0%		(3,300)	-50.0%
1635	Seperation Pay	-		556		**-**		-	0.0%		(556)	-100.0%
1636	Fringe Benefits Ops Dept	62,000		55,000		**56,300**		(5,700)	-9.2%		1,300	2.4%
1637	Health Insurance Ops Dept	64,200		53,900		**72,650**		8,450	13.2%		18,750	34.8%
1638	**Traveler compensation Total**	**594,600**		**453,428**		**550,450**		**(44,150)**	**-7.4%**		**97,022**	**21.4%**
1639												
1640	**Admin Operating Expenses**											
1641	Admin Overhead	40,000		40,000		**40,000**		-	0.0%		-	0.0%
1642	Third Party Consulting	5,000		5,000		**-**		(5,000)	-100.0%		(5,000)	-100.0%
1643	Vehicle Insurance	15,000		8,420		**15,000**		-	0.0%		6,580	78.1%
1644	Office Rental	16,697		16,697		**14,021**		(2,676)	(0)		(2,676)	(0)
1645	Telephone/Communications	11,200		11,200		**9,408**		(1,792)	-16.0%		(1,792)	-16.0%
1647	Staff Training	200		200		**756**		556	278.0%		556	278.0%
1648	Travel	1,600		-		**756**		(844)	-52.8%		756	0.0%
1650	Office Supplies	500		520		**500**		-	0.0%		(20)	-3.8%
1651	Postage	200		200		**200**		-	0.0%		-	0.0%
1653	**Total Admin Operating Expenses**	**90,397**		**82,237**		**80,641**		**(9,756)**	**-10.8%**		**(1,596)**	**-1.9%**
1654												
1655	**Operating Expenses**											
1656	Repairs-Third pty sevices	29,000		29,000		**30,000**		1,000	3.4%		1,000	3.4%
1657	Drug and Alcohol Testing	800		800		**672**		(128)	-16.0%		(128)	-16.0%
1658	DOT Exams	800		800		**672**		(128)	-16.0%		(128)	-16.0%
1662	Unleaded Fuel	12,000		8,000		**11,000**		(1,000)	-8.3%		3,000	37.5%
1663	Compressed Natural Gas	10,000		7,000		**8,000**		(2,000)	-20.0%		1,000	14.3%
1665	Software Support	10,500		10,228		**8,820**		(1,680)	-16.0%		(1,408)	-13.8%
1666	**Total Operating Expenses**	**52,600**		**55,828**		**59,164**		**6,564**	**12.5%**		**3,336**	**6.0%**
1667	**Total Traveler Expenses**	**748,097**		**591,493**		**690,255**		**(105,183)**	**-14.1%**		**98,762**	**16.7%**
1671												
1672												
1673	Charter service	151,000		-		**50,000**		(101,000)	-66.9%		50,000	0.0%
1674	Service contracts Ski CO, COA and GWS - Operating	10,388,312		10,542,943		**12,265,692**		1,877,380	18.1%		1,722,750	16.3%
1678	Service contracts Ski CO, COA and GWS - Fuel	675,769		685,828		**742,306**		66,537	9.8%		56,478	8.2%
1679	Service contracts Ski CO, COA and GWS - Capital	877,381		890,441		**957,166**		79,785	9.1%		66,725	7.5%
1685		**12,092,462**		**12,119,212**		**14,015,165**		**1,922,703**	**15.9%**		**1,895,953**	**15.6%**
1686												
1687	**Total Special Revenue fund - transit Expenditures**	12,840,559		12,710,705		**14,705,420**		1,864,861	14.5%		1,994,715	15.7%
1689	**Special Revenue fund - transit net revenue (exp.)**	**-**		**-**		**-**		**-**	**0.0%**		**1**	**-142.8%**
1690												
1691												
1692	**SPECIAL REVENUE FUND - MID VALLEY TRAILS**											
1693												
1694	REVENUES											
1695	Eagle County 10% trails tax	56,000		100,000		**100,000**		44,000	78.6%		-	0.0%
1702	**Total Mid-Valley Trails Revenues**	**57,000**		**100,000**		**100,000**		**43,000**	**75.4%**		**-**	**0.0%**
1703												
1704	EXPENDITURES											
1705	**Admin**											
1707	Professional Services	20,000		20,000		**20,000**		-	0.0%		-	0.0%
1709	Marketing	5,000		-		**5,000**		-	0.0%		5,000	0.0%
1713	Materials & Supplies	5,000		-		**5,000**		-	0.0%		5,000	0.0%
1720	**Total Mid-Valley Expenditures**	**30,000**		**20,000**		**30,000**		**-**	**0.0%**		**10,000**	**50.0%**
1721												
1722	**Contributions**											
1725	Trail Organization Contribution	2,000		2,000		**3,000**		1,000	50.0%		1,000	50.0%
1729	Stage Trail Development	5,000		-		**5,000**		-	0.0%		5,000	0.0%
1737	Ponderosa Trail	3,500		3,500		**-**		(3,500)	-100.0%		(3,500)	-100.0%
1738	Crown Trail Improvements	10,000		10,000		**30,000**		20,000	200.0%		20,000	200.0%
1739	Nancy's Path - RFVHC	2,500		-		**-**		(2,500)	-100.0%		-	0.0%
1740	Commuter Trails/Bus Stops	2,000		-		**-**		(2,000)	-100.0%		-	0.0%
1741	Adopt A Trail Rio Grande - RVOV	-		-		**5,000**		5,000	0.0%		5,000	0.0%
1742	Community Education - RVOV	-		-		**5,000**		5,000	0.0%		5,000	0.0%
1743	Basalt Medical Center Trail Development	-		-		**3,000**		3,000	0.0%		3,000	0.0%
1744	Connection from Eljebel to MH	-		-		**1,000**		1,000	0.0%		1,000	0.0%
1745	Original Road connection	-		-		**2,000**		2,000	0.0%		2,000	0.0%
1746	mid valley maintenance - RFMBA	-		-		**10,000**		10,000	0.0%		10,000	0.0%
1747	RFVHC - eagle cty project re: survey	-		-		**5,000**		5,000	0.0%		5,000	0.0%
1748	Lake Christine Trail Dev - RVOV	-		-		**10,000**		10,000	0.0%		10,000	0.0%
1750		**25,000**		**15,500**		**79,000**		**54,000**	**216.0%**		**63,500**	**409.7%**
1751												
1752	**Total Mid-Valley Trails Expenditures**	55,000		35,500		**109,000**		54,000	98.2%		73,500	207.0%
1753												
1754	**Special Revenue fund - MVT net rev (exp)**	**2,000**		**64,500**		**(9,000)**		**(11,000)**	**-550.0%**		**(73,500)**	**-114.0%**
1755												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1855												
1856	**SPECIAL REVENUE FUND - BUS STOPS - PARK N RIDE**											
1857												
1858	REVENUES											
1861	Vehicle Registration	485,000		508,000		**515,000**		30,000	6.2%		7,000	1.4%
1865	Colo Trust Interest Acct	700		-		**-**		(700)	-100.0%		-	0.0%
1867	**Total Revenues**	**485,700**		**508,000**		**515,000**		**29,300**	**6.0%**		**7,000**	**1.4%**
1868												
1869	**Other Financing Sources**											
1870	Transfer from General Fund	559,359		441,745		**576,175**		16,816	3.0%		134,430	30.4%
1871	**Total Other Financing Sources**	**559,359**		**441,745**		**576,175**		**16,816**	**3.0%**		**134,430**	**30.4%**
1872												
1873	EXPENDITURES											
1874	**Compensation Expenditures**											
1875	Salaries Bus Stops(PnR) Compensation	240,000		199,700		**261,700**		21,700	9.0%		62,000	31.0%
1876	Alternative Activity	700		700		**700**		-	0.0%		-	0.0%
1877	Overtime	25,000		22,000		**25,000**		-	0.0%		3,000	13.6%
1878	Bonus	-		2,700		**2,700**		2,700	0.0%		-	0.0%
1880	Safety Bnus	-		600		**600**		600	0.0%		-	0.0%
1882	Seperation Pay	-		100		**-**		-	0.0%		(100)	-100.0%
1883	Fringe Benefits	41,855		38,000		**44,750**		2,895	6.9%		6,750	17.8%
1884	Insurance	50,600		40,700		**46,550**		(4,050)	-8.0%		5,850	14.4%
1885	**Compensation Expenditures Total**	**358,155**		**304,500**		**382,000**		**23,845**	**6.7%**		**77,500**	**25.5%**
1886												
1887	**Operating Expenditures**											
1888	Property Fees	4,235		4,235		**4,235**		-	0.0%		-	0.0%
1890	Towing	5,000		3,600		**3,600**		(1,400)	-28.0%		-	0.0%
1891	Snow Plowing	165,600		165,600		**165,600**		-	0.0%		-	0.0%
1892	Non Capitalized Improvements	26,000		26,000		**26,000**		-	0.0%		-	0.0%
1894	Vehicle Repair and Maint.	8,500		8,500		**8,500**		-	0.0%		-	0.0%
1895	**Operating Expenditures Total**	**209,335**		**207,935**		**207,935**		**(1,400)**	**-0.7%**		**-**	**0.0%**
1896												
1897	**Non-BRT Station**											
1898	Utilities	1,500		900		**900**		(600)	-40.0%		-	0.0%
1900	Portable Restrooms	2,126		2,680		**2,900**		774	36.4%		220	8.2%
1901	Repair & Maintenance	31,250		31,250		**31,300**		50	0.2%		50	0.2%
1902	Landscaping	7,650		7,650		**7,600**		(50)	-0.7%		(50)	-0.7%
1903	Irrigation	500		500		**500**		-	0.0%		-	0.0%
1904	Manual Snow Removal	9,500		9,500		**9,500**		-	0.0%		-	0.0%
1905	Weed Management	2,500		2,500		**2,500**		-	0.0%		-	0.0%
1906	Asphalt Repairs (sweeping, striping & cracksealing)	50,000		29,000		**50,000**		-	0.0%		21,000	72.4%
1907	**Non-BRT Station Total**	**105,026**		**83,980**		**105,200**		**174**	**0.2%**		**21,220**	**25.3%**
1908	**New Castle Park and Ride**											
1909	Utilities - NC	450		618		**600**		150	33.3%		(18)	-2.9%
1910	Water - NC	450		450		**450**		-	0.0%		-	0.0%
1911	Irrigation - NC	3,000		2,450		**2,400**		(600)	-20.0%		(50)	-2.0%
1913	Repair and Maintenance-NC	450		450		**500**		50	11.1%		50	11.1%
1914	Landscaping - NC	1,000		2,410		**2,400**		1,400	140.0%		(10)	-0.4%
1915	Manual snow removal & Supplies - NC	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1916	Weed Management	2,200		2,200		**2,200**		-	0.0%		-	0.0%
1917	**New Castle Park and Ride Total**	**8,550**		**9,578**		**9,550**	`	**1,000**	**11.7%**		**(28)**	**-0.3%**
1918	**West Glenwood Park and Ride**											
1919	Utilities - WGS	3,876		3,660		**3,700**		(176)	-4.5%		40	1.1%
1920	Water - WGS	1,887		1,887		**2,000**		113	6.0%		113	6.0%
1921	Irrigation - WGS	3,000		1,180		**1,200**		(1,800)	-60.0%		20	1.7%
1922	Janitorial Service & Supplies -WGS	31,212		31,212		**31,800**		588	1.9%		588	1.9%
1923	Repair and Maintenance - WGS	1,350		1,350		**1,400**		50	3.7%		50	3.7%
1924	Landscaping- WGS	1,000		4,410		**4,400**		3,400	340.0%		(10)	-0.2%
1925	Manual Snow Removal & Supp- WGS	7,500		7,500		**7,500**		-	0.0%		-	0.0%
1926	Weed Management	2,200		2,200		**2,200**		-	0.0%		-	0.0%
1928	Propane- WGS	2,856		2,450		**2,500**		(356)	-12.5%		50	2.0%
1930	**West Glenwood Park and Ride Total**	**54,881**		**55,849**		**56,700**	`	**1,819**	**3.3%**		**851**	**1.5%**
1931												
1932	**BRT Glenwood Springs Station**											
1933	Utilities	13,770		12,900		**13,800**		30	0.2%		900	7.0%
1934	Water	3,264		4,500		**4,500**		1,236	37.9%		-	0.0%
1936	Janitorial-GS	31,518		31,518		**32,100**		582	1.8%		582	1.8%
1937	Repair and Maintenance-GS	9,450		2,500		**9,400**		(50)	-0.5%		6,900	276.0%
1938	Landscaping	2,200		2,200		**2,200**		-	0.0%		-	0.0%
1939	Irrigation	3,000		1,200		**1,200**		(1,800)	-60.0%		-	0.0%
1940	Manual snow removal & Supplies	9,000		9,000		**9,000**		-	0.0%		-	0.0%
1941	Weed Management	1,700		1,700		**1,700**		-	0.0%		-	0.0%
1942	**BRT Glenwood Springs Station Total**	**73,902**		**65,518**		**73,900**	`	**(2)**	**0.0%**		**8,382**	**12.8%**
1943												
1944	**BRT Carbondale Station & PNR**											
1945	Utlities	5,508		6,100		**6,300**		792	14.4%		200	3.3%
1946	Water	2,000		1,200		**2,000**		-	0.0%		800	66.7%
1949	Repair and Maintenance-CD	3,000		3,000		**3,000**		-	0.0%		-	0.0%
1950	Landscaping	3,400		3,400		**3,400**		-	0.0%		-	0.0%
1951	Irrigation	3,000		1,200		**1,200**		(1,800)	-60.0%		-	0.0%
1952	Manual snow removal & Supplies	11,000		11,000		**11,000**		-	0.0%		-	0.0%
1953	Janitorial Service and Supplies	33,150		33,150		**33,800**		650	2.0%		650	2.0%
1954	Weed Management	2,200		2,200		**2,200**		-	0.0%		-	0.0%
1955	**BRT Carbondale Station & PNR Total**	**63,258**		**61,250**		**62,900**	`	**(358)**	**-0.6%**		**1,650**	**2.7%**
1956												
1957	**BRT El Jebel Station & PNR**											
1958	Utilities	6,500		8,500		**8,700**		2,200	33.8%		200	2.4%
1959	HCE Bill Credit - EJ	-		(316)		**-**		-	0.0%		316	-100.0%
1962	Portable Restroom - EJ	1,600		2,658		**2,900**		1,300	81.3%		242	9.1%
1963	Repair and Maintenance-EJ	2,700		2,700		**2,700**		-	0.0%		-	0.0%
1964	Landscaping	1,500		-		**-**		(1,500)	-100.0%		-	0.0%
1965	Irrigation	500		-		**-**		(500)	-100.0%		-	0.0%
1966	Manual snow removal & Supplies	13,000		13,000		**13,000**		-	0.0%		-	0.0%
1967	Janitorial Service and Supplies	500		500		**500**		-	0.0%		-	0.0%
1968	Weed Management	1,500		-		**0**		(1,500)	-100.0%		-	0.0%
1969	**BRT El Jebel Station & PNR Total**	**27,800**		**27,042**		**27,800**	`	**-**	**0.0%**		**758**	**2.8%**
1970												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
1971	**BRT Willits Station**											
1972	Utilities	6,732		6,000		**5,000**		(1,732)	-25.7%		(1,000)	-16.7%
1973	HCE Bill Credit - WL	-		(255)		**-**		-	0.0%		255	-100.0%
1976	Repair and Maintenance-WL	1,500		1,500		**1,500**		-	0.0%		-	0.0%
1977	Landscaping	500		-		**-**		(500)	-100.0%		-	0.0%
1979	Manual snow removal & Supplies	5,750		5,750		**5,700**		(50)	-0.9%		(50)	-0.9%
1980	Janitorial Service and Supplies	500		500		**500**		-	0.0%		-	0.0%
1981	Weed Management	500		-		**-**		(500)	-100.0%		-	0.0%
1982	**BRT Willits Station Total**	**15,482**		**13,495**		**12,700**	`	**(2,782)**	**-18.0%**		**(795)**	**-5.9%**
1983												
1984	**BRT Basalt Station & PNR**											
1985	Utilities	9,180		10,765		**9,000**		(180)	-2.0%		(1,765)	-16.4%
1986	HCE Bill Credits-BA	-		(474)		**-**		-	0.0%		474	-100.0%
1990	Repair and Maintenance-BA	2,700		2,700		**2,700**		-	0.0%		-	0.0%
1993	Manual snow removal & Supplies	12,000		12,000		**12,000**		-	0.0%		-	0.0%
1994	Janitorial Service and Supplies	500		500		**500**		-	0.0%		-	0.0%
1995	Weed Management	-		-		**-**		-	0.0%		-	0.0%
1996	**BRT Basalt Station & PNR Total**	**24,380**		**25,491**		**24,200**	`	**(180)**	**-0.7%**		**(1,291)**	**-5.1%**
1997												
1998	**BRT Brush Creek Station**											
1999	Utilities	5,610		4,000		**4,100**		(1,510)	-26.9%		100	2.5%
2000	HCE Bill Credit -BC	-		(189)		**-**		-	0.0%		189	-100.0%
2002	Portable Restroom - BC	9,600		9,300		**9,600**		-	0.0%		300	3.2%
2003	Repair and Maintenance-BC	6,300		6,300		**6,300**		-	0.0%		-	0.0%
2004	Landscaping	5,340		4,340		**4,300**		(1,040)	-19.5%		(40)	-0.9%
2005	Irrigation	3,000		2,000		**2,000**		(1,000)	-33.3%		-	0.0%
2006	Manual snow removal & Supplies	15,000		15,000		**15,000**		-	0.0%		-	0.0%
2007	Janitorial Service and Supplies	3,000		3,000		**3,000**		-	0.0%		-	0.0%
2008	Weed Management	1,700		1,700		**1,700**		-	0.0%		-	0.0%
2009	**BRT Brush Creek Station Total**	**49,550**		**45,451**		**46,000**	`	**(3,550)**	**-7.2%**		**549**	**1.2%**
2010												
2011	**BRT AABC Station**											
2012	Utilities	8,568		9,000		**9,300**		732	8.5%		300	3.3%
2013	HCE Bill Credits-AABC	-		(673)		**-**		-	0.0%		673	-100.0%
2016	Repair and Maintenance-AABC	2,000		2,000		**2,000**		-	0.0%		-	0.0%
2017	Landscaping	3,500		1,500		**1,500**		(2,000)	-57.1%		-	0.0%
2019	Manual snow removal & Supplies	9,000		9,000		**9,000**		-	0.0%		-	0.0%
2020	Janitorial Service and Supplies	1,000		1,000		**1,000**		-	0.0%		-	0.0%
2021	Weed Management	500		500		**500**		-	0.0%		-	0.0%
2022	**BRT AABC Station Total**	**24,568**		**22,877**		**23,800**	`	**(768)**	**-3.1%**		**923**	**4.0%**
2023												
2024	**BRT Buttermilk Station**											
2025	Utilities	9,372		9,800		**10,100**		728	7.8%		300	3.1%
2026	HCE Bill Credit-BM	-		(321)		**-**		-	0.0%		321	-100.0%
2029	Repair and Maintenance-BM	1,800		1,800		**1,800**		-	0.0%		-	0.0%
2030	Landscaping	3,500		-		**-**		(3,500)	-100.0%		-	0.0%
2032	Manual snow removal & Supplies	14,000		14,000		**14,000**		-	0.0%		-	0.0%
2033	Janitorial Service and Supplies	1,000		1,000		**1,000**		-	0.0%		-	0.0%
2034	Weed Management	500		500		**500**		-	0.0%		-	0.0%
2035	**BRT Buttermilk Station Total**	**30,172**		**26,779**		**27,400**	`	**(2,772)**	**-9.2%**		**621**	**2.3%**
2036												
2037	**Spring Valley Park and Ride**											
2038	Utilities-SV	-		-		**450**		450	0.0%		450	0.0%
2039	Water-SV	-		-		**450**		450	0.0%		450	0.0%
2040	Irrigation-SV	-		-		**500**		500	0.0%		500	0.0%
2041	Weed Management-SV	-		-		**500**		500	0.0%		500	0.0%
2042	Repair and Maintenance-SV	-		-		**450**		450	0.0%		450	0.0%
2043	Landscaping-SV	-		-		**1,000**		1,000	0.0%		1,000	0.0%
2044	Manual Snow Removal & Suppl-SV	-		-		**1,000**		1,000	0.0%		1,000	0.0%
2045	**Spring Valley Park and Ride**	**-**		**-**		**4,350**		**4,350**	**0.0%**		**4,350**	**0.0%**
2046												
2047	**Catherine Store Road Park and Ride**											
2048	Utilities-CS	-		-		**450**		450	0.0%		450	0.0%
2049	Water-CS	-		-		**450**		450	0.0%		450	0.0%
2050	Irrigation-CS	-		-		**500**		500	0.0%		500	0.0%
2051	Weed Management-CS	-		-		**500**		500	0.0%		500	0.0%
2052	Repair and Maintenance-CS	-		-		**450**		450	0.0%		450	0.0%
2053	Landscaping-CS	-		-		**1,000**		1,000	0.0%		1,000	0.0%
2054	Manual Snow Removal & Suppl-CS	-		-		**1,000**		1,000	0.0%		1,000	0.0%
2055	**Catherine Store Road Park and Ride**	**-**		**-**		**4,350**		**4,350**	**0.0%**		**4,350**	**0.0%**
2056												
2057	**505 27th Street PNR**											
2058	Utilities			-		**7,900**		7,900	0.0%		7,900	0.0%
2059	Trash Removal			-		**3,090**		3,090	0.0%		3,090	0.0%
2060	Landscaping			-		**1,300**		1,300	0.0%		1,300	0.0%
2061	Weed Management			-		**500**		500	0.0%		500	0.0%
2062	Irrigation			-		**1,100**		1,100	0.0%		1,100	0.0%
2063	Repair and Maintenance			-		**6,300**		6,300	0.0%		6,300	0.0%
2064	Manual Snow Removal & Suppl-CS			-		**1,000**		1,000	0.0%		1,000	0.0%
2065	Service Contracts			-		**1,200**		1,200	0.0%		1,200	0.0%
2066	**505 27th Street PNR**	**-**		**-**		**22,390**		**22,390**	**0.0%**		**22,390**	**0.0%**
2067												
2068												
2069	**Operating Expenditures Total**	**686,904**		**645,245**		**709,175**		**22,271**	**3.2%**		**63,930**	**9.9%**
2073	**Total Expenditures**	**1,045,059**		**949,745**		**1,091,175**		**46,116**	**4.4%**		**141,430**	**14.9%**
2074												
2078	**Special Revenue fund - BS/ PNR net rev (exp)**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2601												
2602	**CAPITAL PROJECTS FUND - SERIES 2019 BONDS**											
2603												
2604	REVENUES											
2606	Colo Trust Interest Acct	651		651		-		(651)	-100.0%		(651)	-100.0%
2607	**Total Revenues**	**651**		**651**		**-**		**(651)**	**-100.0%**		**(651)**	**-100.0%**
2615												
2616	EXPENDITURES											
2617	**Capital Expenditures**											
2619	GMF Expansion - Veh Maint	2,241,197		2,241,197		-		(2,241,197)	-100.0%		(2,241,197)	-100.0%
2624	**Subtotal - Capital Expenditures**	**2,241,197**		**2,241,197**		**-**		**(2,241,197)**	**-100.0%**		**(2,241,197)**	**-100.0%**
2625												
2636												
2637	**Special Revenue fund - Series A 2019 Capital Prjts Fund net rev (exp)**	**(2,240,546)**		**(2,240,546)**		**-**		**2,239,895**	**-100.0%**		**2,239,895**	**-100.0%**
2638												

	E	I	K	L	AK	AL	AC	AP	AQ	AL	AV	AW
1												
2												
3												
4								2022 Budget			2022 Budget	
5		2021		2021		2022		to 2021			to 2021	
6		Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	as of 10/21		as of 10/2021		Budget		$ Dif	% Dif		$ Dif	% Dif
2639				CAPITAL PROJECTS FUND - SERIES 2021 BONDS								
2640												
2646	**Other Financing Sources**											
2647	OFS: Series 2021 Bond Issuance - Improvement bond	28,780,000		28,780,000		-		(28,780,000)	-100.0%		(28,780,000)	-100.0%
2648	OFS: Series 2021 Bond Premium - Improvement bond	6,257,132		6,257,132		-		(6,257,132)	-100.0%		(6,257,132)	-100.0%
2650	**Total Other Financing Sources**	**35,037,132**		**35,037,132**		**-**		**(35,037,132)**	**-100.0%**		**(35,037,132)**	**-100.0%**
2651												
2653	EXPENDITURES											
2654	**Capital Expenditures**											
2655	GMF Expansion Project Phase 2	4,999,000		2,999,999		-		(4,999,000)	-100.0%		(2,999,999)	-100.0%
2656	27th St Underpass	6,430,565		501,360		-		(6,430,565)	-100.0%		(501,360)	-100.0%
2657	27th St PnR Exp-Property Purch	3,217,000		3,217,000		-		(3,217,000)	-100.0%		(3,217,000)	-100.0%
2659	GMF Expansion Project Phase 3 & 7-Bus Storage, Ops Dispatch Cnter, Fu	14,430,000		-		-		(14,430,000)	-100.0%		-	0.0%
2660	GMF Expansion Project Phase 4 & 5-Bus Storage, Operations Training Sp	5,584,000		-		-		(5,584,000)	-100.0%		-	0.0%
2661	**Subtotal - Capital Expenditures**	**34,660,565**		**6,718,359**		**-**		**(34,660,565)**	**-500.0%**		**(6,718,359)**	**-300.0%**
2662												
2663	**Debt Service**											
2664	Cost of Issuance-Ser 2021	186,974		184,101		-		(186,974)	-100.0%		(184,101)	-100.0%
2665	Underwriter's Discount-S2021	96,158		96,158		-		(96,158)	-100.0%		(96,158)	-100.0%
2666	**Total Debt Service Expenditures**	**283,132**		**280,259**		**-**		**(283,132)**	**-100.0%**		**(280,259)**	**-100.0%**
2667												
2668	**Other Financing uses**											
2669	Transfer to	93,435		88,155		-		(93,435)	-100.0%		(88,155)	-100.0%
2670	**Total Other Financing Uses**	**93,435**		**88,155**		**-**		**(93,435)**	**-100.0%**		**(88,155)**	**-100.0%**
2671												
2673	**Special Revenue fund - Series A 2021 Capital Prjts Fund net rev (exp)**	**-**		**27,950,359**		**-**		**(34,660,565)**	**700.0%**		**(62,619,077)**	**500.0%**
2674												
2733												
2734				DEBT SERVICE FUND - SERIES 2012A								
2735												
2736	REVENUES											
2737	QECB Credit Revenue	124,000		124,000		**114,000**		(10,000)	-8.1%		(10,000)	-8.1%
2742	**Total Revenues**	**124,000**		**124,000**		**114,000**		**(10,000)**	**-8.1%**		**(10,000)**	**-8.1%**
2743												
2744	**Other Financing Sources**											
2746	Tranfer from GF	390,304		390,304		**389,832**		(472)	-0.1%		(472)	-0.1%
2747	**Total Other Financing Sources**	**390,304**		**390,304**		**389,832**		**(472)**	**-0.1%**		**(472)**	**-0.1%**
2748												
2749	EXPENDITURES											
2750												
2751	Debt Service - Principal	340,000		340,000		**340,000**		-	0.0%		-	0.0%
2752	Debt Service - Interest	174,304		174,304		**163,832**		(10,472)	-6.0%		(10,472)	-6.0%
2753	**Total Expenditures**	**514,304**		**514,304**		**503,832**		**(10,472)**	**-2.0%**		**(10,472)**	**-2.0%**
2754												
2761	**Special Revenue fund - Series A 2012 Debt Service Fund net rev (exp)**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2762												
2794	REVENUES											
2795	QECB Credit Revenue	32,100		32,100		**29,600**		(2,500)	-7.8%		(2,500)	-7.8%
2801	**Total Revenues**	**32,100**		**32,100**		**29,600**		**(2,500)**	**-7.8%**		**(2,500)**	**-7.8%**
2802												
2803	**Other Financing Sources**											
2804	Transfer from GF	83,780		83,780		**87,808**		4,028	4.8%		4,028	4.8%
2805	**Total Other Financing Sources**	**83,780**		**83,780**		**87,808**		**4,028**	**4.8%**		**4,028**	**4.8%**
2806												
2808	EXPENDITURES											
2809												
2810	2013 Bond - Series B DS Principal	70,000		70,000		**75,000**		5,000	7.1%		5,000	7.1%
2811	2013 Bond - Series B DS Interest	45,880		45,880		**42,408**		(3,472)	-7.6%		(3,472)	-7.6%
2812	**Total Expenditures**	**115,880**		**115,880**		**117,408**		**1,528**	**1.3%**		**1,528**	**1.3%**
2813												
2817	**Total Other Financing Uses**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2818												
2820	**Special Revenue fund - Series B Bond Fund net rev (exp)**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2821												
2822	**DEBT SERVICE FUND - SERIES 2019**											
2828												
2829	**Other Financing Sources**											
2832	Transfer from General Fund	2,098,900		2,098,900		**2,097,900**		(1,000)	0.0%		(1,000)	0.0%
2836	**Total Other Financing Sources**	**2,098,900**		**2,098,900**		**2,097,900**		**(1,000)**	**0.0%**		**(1,000)**	**0.0%**
2837												
2839	EXPENDITURES											
2840	2019 Bond - DS Principal	920,000		920,000		**965,000**		45,000	4.9%		45,000	4.9%
2841	2019 Bond - Series Interest	1,178,900		1,178,900		**1,132,900**		(46,000)	-3.9%		(46,000)	-3.9%
2844	Surety - Series 2019	-		-		**-**		-	0.0%		-	0.0%
2845	**Total Expenditures**	**2,098,900**		**2,098,900**		**2,097,900**		**(1,000)**	**0.0%**		**(1,000)**	**0.0%**
2846												
2853	**Special Revenue fund - Series 2019 Bond Fund net rev (exp)**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2854												
2855				DEBT SERVICE FUND - SERIES 2021								
2856												
2862	**Other Financing Sources**											
2863	Transfer from General Fund	574,552		574,552		**1,680,600**		1,106,048	192.5%		1,106,048	192.5%
2864	**Total Other Financing Sources**	**574,552**		**574,552**		**1,680,600**		**1,106,048**	**192.5%**		**1,106,048**	**192.5%**
2865												
2867	EXPENDITURES											
2868	Debt Service - Ser2021A Property Tax Revenue Bonds - Principal	-		-		**485,000**		485,000	0.0%		485,000	0.0%
2869	Debt Service - Ser2021A Property Tax Revenue Bonds - Interest	574,552		574,552		**1,195,600**		621,048	108.1%		621,048	108.1%
2870	**Total Expenditures**	**574,552**		**574,552**		**1,680,600**		**1,106,048**	**192.5%**		**1,106,048**	**192.5%**
2871												
2878	**Special Revenue fund - Series 2021A Bond Fund net rev (exp)**	**-**		**-**		**-**		**-**	**0.0%**		**-**	**0.0%**
2879												
2906												