2019 Budget

State of Colorado

Proposed adoption date: November 8, 2018

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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 though out 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 Document;
- 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, 2018**. This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Management presents the 2019 Roaring Fork Transportation Authority Budget formatted in accordance with the GFOA Budget Award Program categories and criteria.

Michael Yang, CPA
Budget Officer

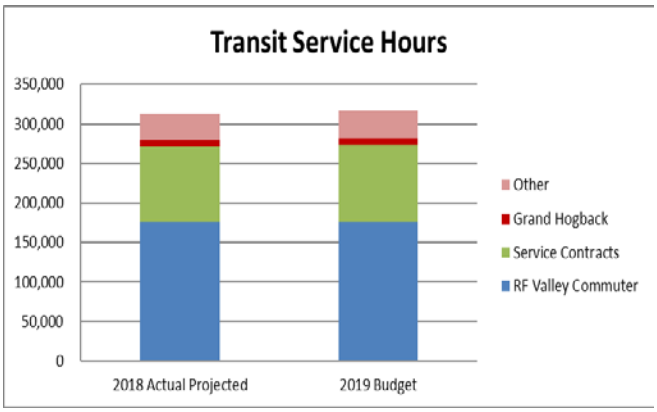
Message

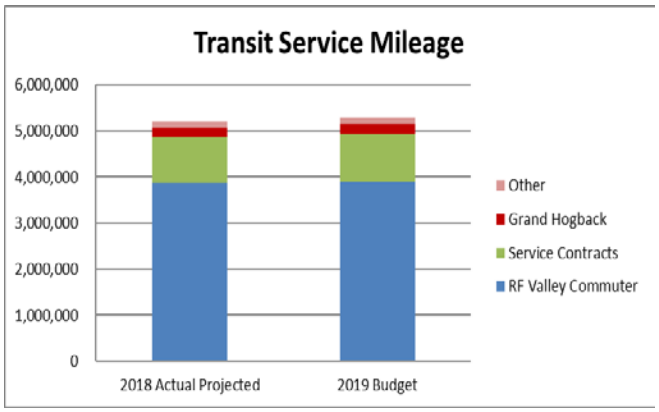
The Roaring Fork Transportation Authority (the Authority) has prepared the 2019 Annual Budget document as a means to communicate to the Public and the Authority Board (the Board) the issues considered in planning the use of limited resources to provide public transit and maintaining the Rio Grande Trail in the Roaring Fork Valley during the 2019 year.

Services to be delivered

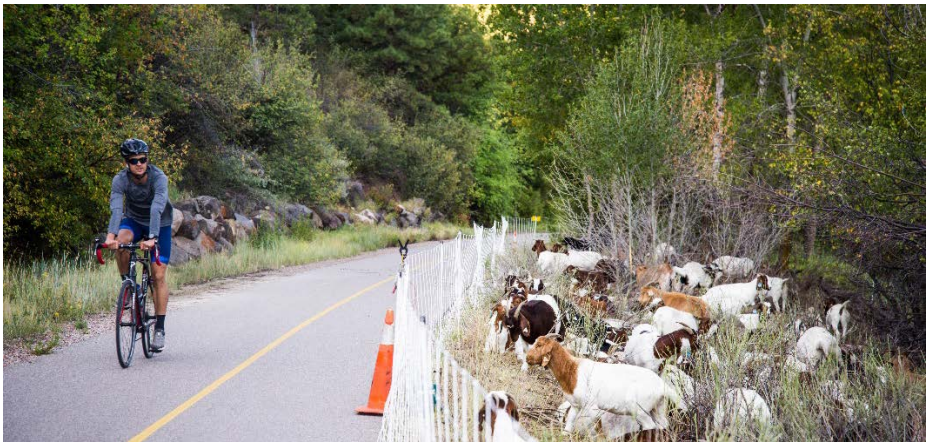
- The Authority provides regional transit services in the Roaring Fork Valley (from Aspen to Glenwood Springs, Colorado) and in the I-70 Corridor (from Glenwood Springs to Rifle, Colorado). Additionally, the Authority owns a rail corridor in the Roaring Fork Valley and maintains the Rio Grande Trail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

- In 2019, the Transit Program will provide public transit service to approximately 5 million passengers, covering approximately 5.3 million miles within a 70-mile region, operating and maintaining approximately 100 large transit vehicles with approximately 350 employees during peak winter season





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

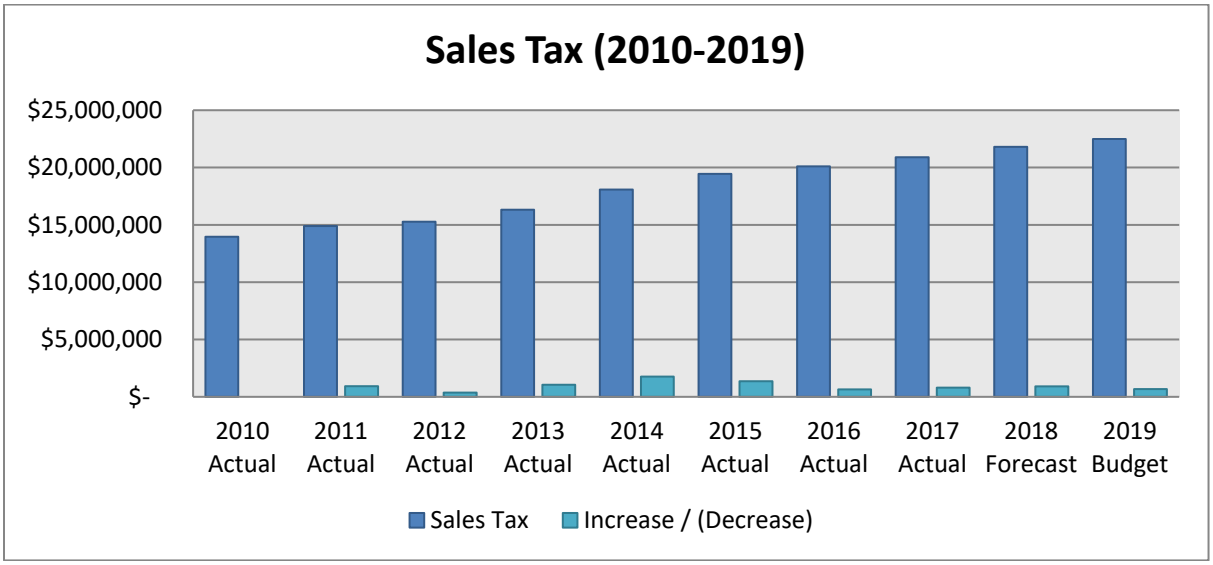


2019 Budget Initiatives and Priorities

- At the August 2018 Board meeting, the Board determined that the initial Budget be a balanced budget and, if possible, add to 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.
- 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.
- There are no transit fare adjustments planned for 2019. A fare study is being conducted and result of the study and any fare changes directed by the Board will be considered at that time.
- 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 2019 resulting in an overall increase of approximately 3.1%.



Continuing Budget issues (continued)

- Transit fuel prices are known to be volatile. Since 2015, diesel prices have steadily increased. Similar to previous years, management obtained fixed price transit diesel and gasoline fuel contracts to manage this volatility and achieve budget certainty resulting in an increase of approximately 30% over the prior year. Our current CNG pricing is assumed in our budget preparations.

- While the cost of health care continue to rise, RFTA's County Health Pool renewal rates reflected a 3.5% increase. Overall, the Pool had a 5.5% increase but, based on our experience, RFTA dropped down a rate band which resulted in a 2% reduction of the overall increase. Employee contributions will stay the same.

- Historically, the high cost of living in the Roaring Fork Valley has negatively affected the Authority's ability to hire and retain qualified personnel. Management continues to review and refine the Authority'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. A full market survey is not planned for this year as the last one was conducted in 2017 and adjustments were made in 2018. The Collective Bargaining Unit comprised of full-time bus operators are subject to scheduled pay increases in accordance with their new contract.

- With the capital-intensive nature of the transit industry, management continues to develop funding strategies for short and long-term capital needs. As part of the Destination 2040 planning project (formerly known as the Integrated Transportation System Plan), management developed a funding strategy for a list of capital projects and service enhancements. The funding strategy includes a combination of financing options, seeking out grant opportunities, pay-go using fund balance, seeking additional property tax revenue, and reducing operating costs.

New Budget Issues:

- At the August 2018 Board meeting, the Board unanimously approved calling an election on November 6, 2018 to authorize the Authority to impose a uniform mill levy and issue bonds as a funding source to implement Destination 2040 in 2019.

Dan Blankenship
Chief Executive Officer

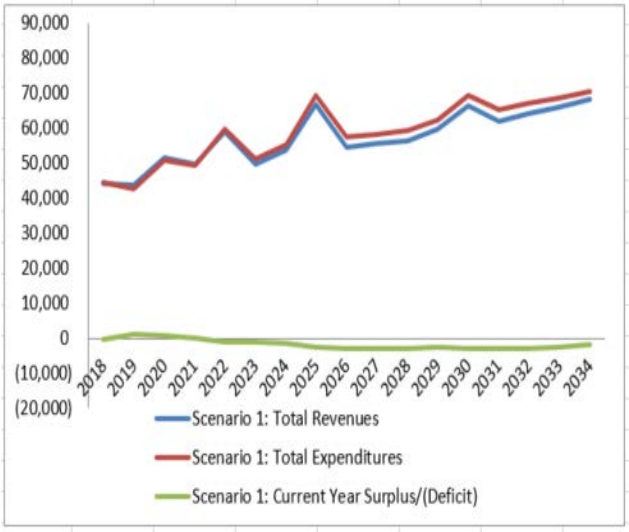
Policy Document

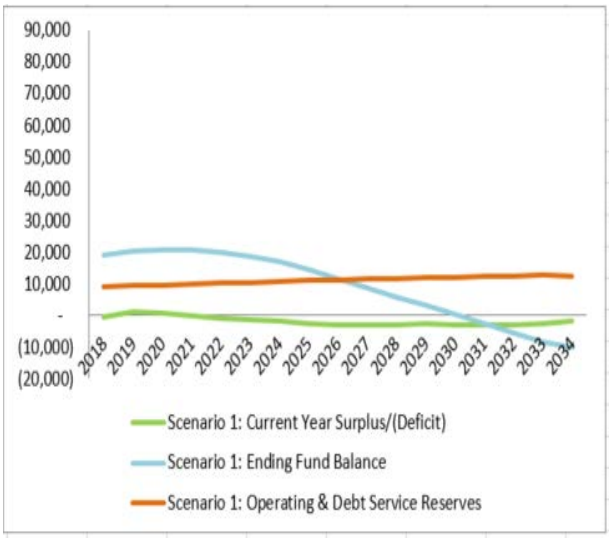
Overview of Financial Policies

Financial Planning

- *Balanced Budget*: Current year expenditures/ expenses will be funded from current year forecasted sales 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*: Management prepared a long-range financial forecast for planning purposes. The forecast is based on status quo service levels and includes estimated revenues, operating costs, recurring annual capital outlay, and bus replacements. The following forecast (Scenario 1) assumes bus replacements will be funded evenly between grants and financing:



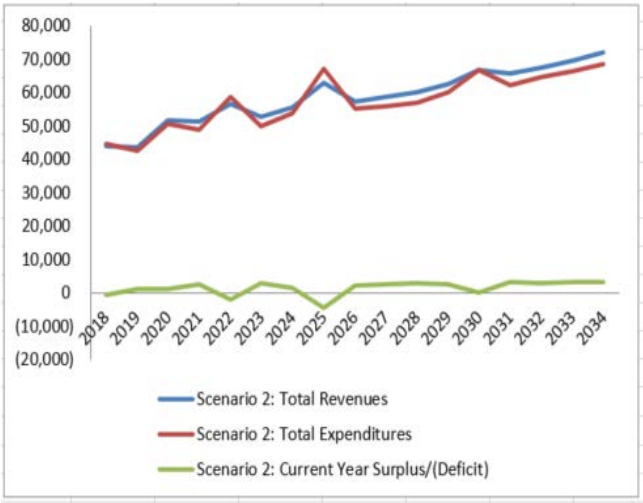


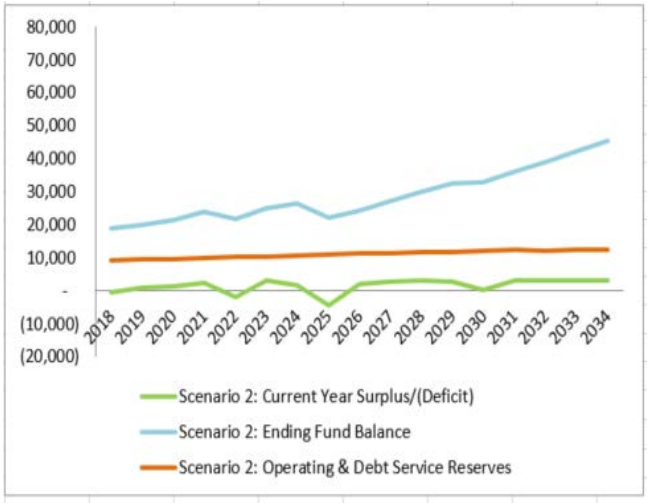
- Over the next 12 years, the Authority will need to replace approximately 83 heavy-duty transit vehicles at an estimated cost of approximately over $50 million. The Authority has been reasonably successful over the years in attracting Federal and State capital grants that have enabled it to replace obsolete vehicles and maintain its fleet in a State of Good Repair. However, the future Federal and State funding picture is uncertain, and it is evident that in addition to operating as efficiently as it can, the Authority will need to secure additional revenue in order to maintain long-term financial sustainability.

Financial Planning continued…

- *Long Range Planning (continued)*

  - The Authority believes that in the future it should consider seeking additional revenue streams. In 2009, the Colorado Legislature authorized Regional Transportation Authorities to levy voter-approved property taxes up to a threshold of 5 mills. This authorization is set to expire on January 1, 2029. The following forecast (Scenario 2) assumes bus replacement will be funded evenly between grant funds and an additional revenue stream dedicated for bus replacements:





- *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 contract, bus stop and park & ride activity as well as certain trails activity in Eagle County in each of its own Special Revenue fund; Bond Resolutions for Series 2009A&B, 2012A, and 2013A&B require capital projects funds and debt service funds for each bond and a reserve fund; capital expenditures using the Federal Transit Authority's Very Small Starts capital grant funds are recorded in its own capital projects fund; and finally, capital expenditures using the State of Good Repair capital grant are recoded in its own capital projects 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 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;
- Additionally, Authority policy prohibits debt with the following exceptions:
  - use of a credit card for business-related purposes;
  - borrowing from unassigned fund balance in an amount greater than can be replenished by certain, otherwise unencumbered revenues within 90 days after borrowing without Board approval;
- Derivatives do not fit within the overall debt management program and are prohibited;
- The Authority does not have written policies concerning debt structuring, issuance or management practices. The Authority plans to prepare a debt policy in accordance with GFOA best practices and advisories;
- *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.

Expenditure/ Expense Policies continued…

- *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, 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

Global ends statement:

The Roaring Fork Transportation Authority's purpose is that residents and visitors utilize an environmentally friendly, safe, efficient, convenient, and economical public transit and trails system.

Ends statements that support the Global ends statement have been identified as follows:
- The Rio Grande Corridor is appropriately protected and utilized;
- Trail and transit users move safely, quickly, and efficiently;
- There is a positive public perception of bus-riding;
- Transit experiences are enjoyable;
- Transit access is affordable to all in the valley;
- Ridership increases 1.75% per year;
- Trail and transit users enjoy environmentally friendly equipment and facilities.

Policy for a Greener, Less Petroleum-Dependent Transit Fleet

Additionally, in December 2002, the Authority adopted a phased approach to converting its fleet to alternative propulsion systems as a means of:
- Reducing the environmental impacts from transit operations on the community and
- Reducing the Authority's dependence on petroleum by moving towards sustainable and renewable forms of energy and
- Providing higher quality service to our customers and the communities we serve.

Furthermore, in July 2011, the Authority Board created the following vision statement and identified the following values statements:

VISION/MISSION:

RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities.

VALUES:

SAFE

Safety is RFTA's highest priority.

ACCOUNTABLE

RFTA will be financially sustainable and accountable to the public, its users, and its employees.

AFFORDABLE

RFTA will offer affordable and competitive transportation options.

CONVENIENT

RFTA's programs and services will be convenient and easy to use.

DEPENDABLE

RFTA will meet the public's expectations for quality and reliability of services and facilities.

EFFICIENT

RFTA will be efficient and agile in management, operations, and use of resources.

SUSTAINABLE

RFTA will be environmentally responsible.

Organizational Objectives:
In 2012, the Authority's organizational long-term objectives and related strategies were updated:

Organizational Strategies:

Objective 1: Safety

Strategies:

1. Develop a plan to systemically reinforce good safety habits throughout the Authority.
2. Develop a system to identify, evaluate, and implement innovative ideas to proactively implement safety throughout the Authority.
3. Develop a plan to more fully integrate the public in the Authority's safety culture.

Objective 2: Human Capital

Strategies:

1. Design and implement a 5-year development plan to train all staff to proficiency and that ensures every job function has multiple employees capable of performing the critical tasks associated with each function.
2. Develop a Succession Plan for all Directors/Managers with a three-year target for identification and development of potential successors.
3. Develop and implement formal Performance Evaluation tools and procedures that include objective performance measures that have associated rewards/incentives.
4. Review and revise all job descriptions for accuracy, clarity, and completeness. Align job descriptions with performance development, performance evaluation, and succession plans.
5. Develop formal and/or informal methods and programs for evaluating employee happiness and satisfaction, implementing the benefits, conditions and programs identified through evaluation methods, and continuously refining the benefits, conditions and programs based on regular feedback from employees.

Objective 3: Sustainability/Existence Planning

Strategies:

1. Create a baseline service plan based on new BRT data collection tools and use this to optimize service with existing resources.
2. Develop a long-term Capital Maintenance/Replacement program to properly maintain RFTA assets using new Asset Management software.
3. Develop a Capital Project Plan that identifies, prioritizes and primes capital projects to best use available funds.
4. Create a plan to reduce operating expenditures and/or recommend the use of fund balance in response to volatile financial conditions.

Objective 4: Customer Service

Strategies:

1. Conduct a survey to determine customer's perceptions and expectations of a safe, reliable, cost-efficient and comfortable transportation.
2. Develop performance measures and service standards for safety, reliability, cost-efficiency, and comfort based on financial feasibility, customer expectations, industry standards and RFTA best practices; Develop procedures to meet or exceed these standards.
3. Continue to improve and/or expand our method(s) for getting regular feedback from our customers about our service.

Organizational Strategies continued…

Objective 4: Customer Service (continued)

Strategies:

4. Develop a Quality Assurance program that allows Maintenance personnel to look at the buses from a customer's perspective.

Objective 5: Environmental Sustainability Planning

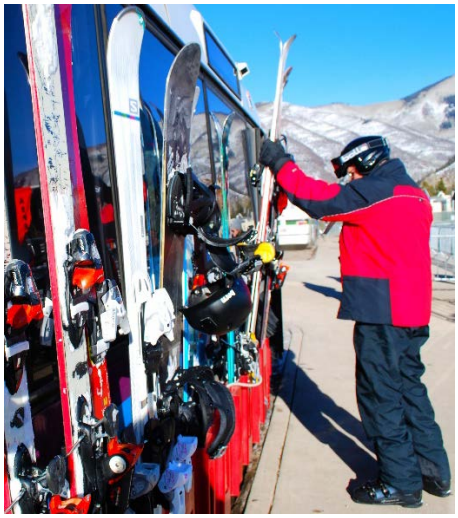
Strategies:

1. Staff will continue to seek grants and various funding opportunities that align with sustainable facility and fleet projects.
2. RFTA will maintain partnerships with regional non-profit and private sector businesses that offer sustainability expertise beyond staff skills.
3. RFTA will continue to be a national pacesetter researching and using alternative fuel technologies that are proven and make sense for operational success.

Objective 6: Communication

Strategies:

1. Define what community means to RFTA.
2. Improve a communication plan to better utilize technology and to continually educate and update our community.
3. Ensure communication plan encompasses all available media outlets.
4. Develop and implement a plan to improve implied communication at stops, on buses, at buildings and facilities.
5. Develop bilingual or universal symbol communication tools.
6. Create a branded SharePoint program.
7. Centralize all relevant existing information into SharePoint and make on-going communications consistent and unified.



Department Annual Goals: ***(Staff will update this section before GFOA submission.)***
Departments identify issues and opportunities for improvement and create related goals on a project basis that will address the identified areas for improvement. Goal status is periodically reported to the CEO and Board.

CEO/Procurement/Safety & Training

- Continue development/implementation of a CEO and Management Team Succession/Training Plan (Sustainability/Existence);
- Complete Stage 4 of Phase I of the Integrated Transportation System Plan (Sustainability/Existence);
- Determine feasibility of property tax initiative in November 2018 (Sustainability/Existence);
- Negotiate new Collective Bargaining Agreement with ATU Local 1774 (Human Capital);
- Negotiate new service agreement with Aspen Skiing Company (Customer Service);
- Collaborate with City of Glenwood Springs to reconfigure Ride Glenwood bus service (Customer Service);
- Complete year two of RFTA Leadership Academy (Human Capital);
- Expand Learning Management System to all departments (Human Capital);
- Complete update of Access Control Plan (ACP) and all components of the Rio Grande Railroad Corridor Comprehensive Plan (Sustainability/Existence);
- Create long-term Capital Replacement Plan (Sustainability/Existence);
- Update 5-year Strategic Plan (Sustainability/Existence Planning);
- Update 15-year financial forecast (Sustainability/Existence Planning);
- Work to extend WE-cycle to Glenwood Springs and Carbondale (Customer Service);
- Work with Garfield County to improve Grand Hogback service schedule (Customer Service);
- Update Procurement Policies & Procedures Manual (Communication);
- Continue improvement on accident analysis and data collection including Quantifiable Safety Objectives (Safety);
- Continue to implement Safety Measurement Systems (Safety).

Facilities/Trails Department

- Complete Office Space and Housing Master Plan (Sustainability/Existence);
- Complete the Program of Requirements for the Regional Transit Center (RTC) (Sustainability/Existence);
- Finalize the transfer of ownership of the CMF (Sustainability/Existence);
- Complete a Transit Asset Management (TAM) Plan that facilitates the planning for repair and replacement of facility assets (Sustainability/Existence).

Finance Department

- Review and update of financial policies (Communication);
- Continue to investigate ways to improve cash receipting and pass sales processes using existing technology (Sustainability/Existence);
- Develop training for staff to support their professional development (Human Capital);
- Enhance the collection and dissemination of financial data (Communication).

Department Goals continued… ***(Staff will update this section before GFOA submission.)***

Human Resources & Risk Management

- Conduct a comprehensive self-audit on personnel files (Human Capital);
- Review and Update Job Descriptions (Human Capital);
- Complete trainings on 360 Degree Performance Management Software (Human Capital);
- Continue to explore creative ways to hire and retain quality employees (Human Capital);
- Continue RFTA's Leadership Academy program (Human Capital);
- Expand Learning Management System throughout organization (Human Capital).

Information Technology Department

- Continue to implement an ITS Data Transition Plan (Sustainability/Existence);
- Continue preventative maintenance on AVL and Fare Collection (Sustainability/Existence);
- Transition to RideCheck automated passenger counting software program (Communication);
- Replace oldest routers, switches, servers (Communication);
- Research innovative modes of on-board and off-board fare collection (Customer Service);
- Develop in-house reporting mechanisms for ITS programs (Communication).

Maintenance Department

- Develop reporting capabilities for Enterprise Asset Management systems (Communication);
- Develop Employee Tracking and Development Systems (Human Capital);
- Continue to develop performance management criteria and reporting (Communication);
- Continue to develop Growth and Vehicle Replacement Plan (Sustainability/Existence);
- Take delivery of two CNG transit buses and one beta two-door commuter coach (Sustainability/Existence, Customer Service);
- Assist City of Glenwood Springs with bus replacement (Customer Service);
- Explore a Battery Electric Bus pilot program (BEB) (Environmental Sustainability).

Operations Department

- Work with Glenwood Springs to re-route Ride Glenwood service (Customer Service);
- Continue to coordinate with Pitkin County, City of Aspen and other stakeholders on the Maroon Creek Road traffic study (Customer Service);
- Succession planning for all levels (Human Capital);
- Continue development of programs and incentives to hire and retain bus operators to meet staffing levels (Human Capital);
- Continue to evaluate safety/security needs (Safety).

Planning and Marketing Department

- Secure funding for a pilot BEB program (Environmental Sustainability);
- Continue to seek grant opportunities that align with project goals (Sustainability/Existence);
- Explore additional solar investment to support BEB program (Environmental Sustainability);
- Work with other regional entities to implement bicycle-pedestrian improvements in Garfield County (Customer Service);
- Strive to make the RFTA system easier for existing and new users to understand and navigate (Customer Service, Communication).

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 n 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.

Debt Service Fund:

Series 2009A Debt Service Fund reports all principal and interest expenditures for the $6.5 million bond issuance and interest earned as required by resolution. This is a tax exempt issuance.

Series 2009B Debt Service Fund reports all principal and interest expenditures for related to the $21 million Build America Bond (BAB) issuance and interest earned as required by resolution. The BABs allow a Federal reimbursement of 35% of the interest paid.

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 2013A Debt Service Fund reports all principal and interest expenditures for the $2 million bond issuance and interest earned as required by resolution. This is a tax-exempt issuance.

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.

Reserve Fund reports all activity related to the required reserves for the Series 2009, Series 2012, and Series 2013 Bonds and interest earned as required by resolution.

Consolidated Financial Overview (in thousands)

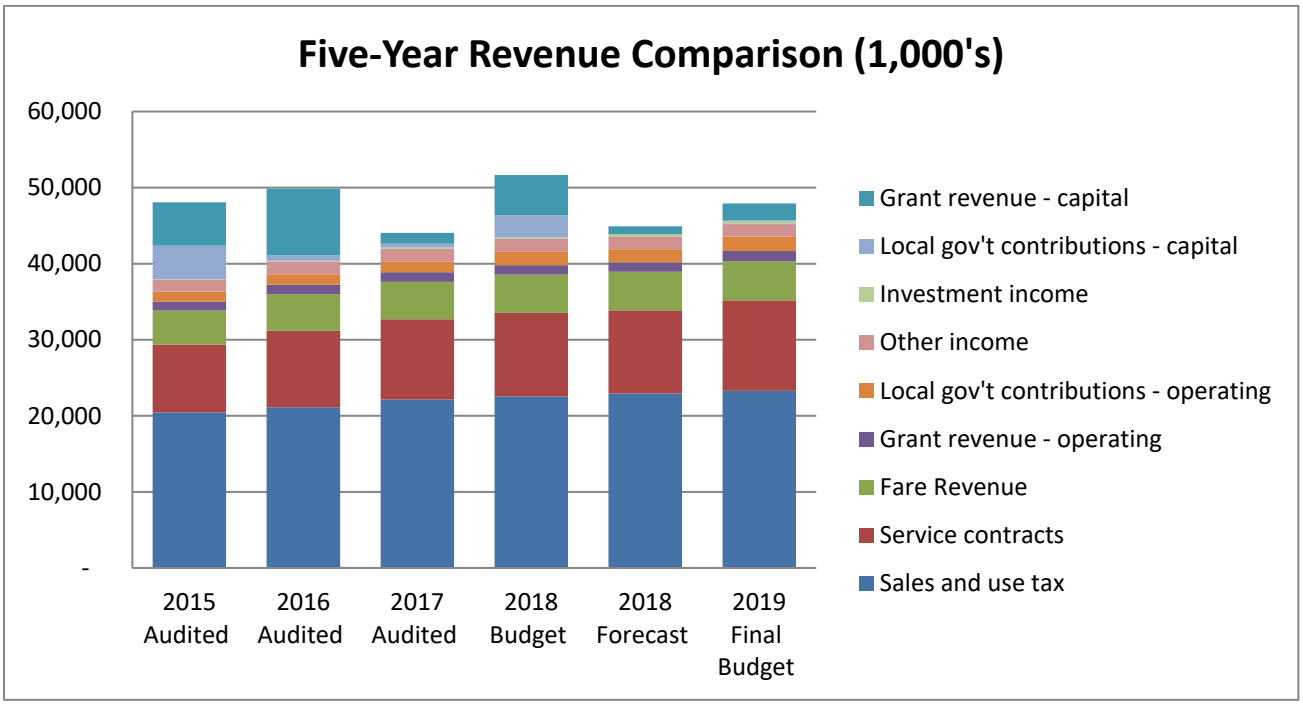
(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2019 Total Budget	%
Beginning fund balance (Budget)	**$ 17,686**	**$ -**	**$ 97**	**$ 127**	**$ 2,499**	**$ 20,409**	
Revenues:							
Sales and use tax	$ 23,236	$ -	$ -	$ 61	$ -	**$ 23,297**	49%
Service contracts	$ -	$ 11,879	$ -	$ -	$ -	**$ 11,879**	25%
Operating revenue	$ 5,151	$ -	$ -	$ -	$ -	**$ 5,151**	11%
Grant revenue - operating	$ 1,316	$ 30	$ -	$ -	$ -	**$ 1,346**	3%
Grant revenue - capital	$ 2,232	$ -	$ -	$ -	$ -	**$ 2,232**	5%
Local gov't contributions - operating	$ 1,899	$ -	$ -	$ -	$ -	**$ 1,899**	4%
Local gov't contributions - capital	$ 146	$ -	$ -	$ -	$ -	**$ 146**	0%
Other income	$ 521	$ -	$ 472	$ -	$ 645	**$ 1,638**	3%
Investment income	$ 284	$ -	$ 2	$ 2	$ 49	**$ 336**	1%
Total revenue	**$ 34,784**	**$ 11,909**	**$ 474**	**$ 63**	**$ 694**	**$ 47,924**	**100%**
Program expenditures:							
Fuel	$ 1,716	$ 807	$ -	$ -	$ -	**$ 2,523**	5%
Transit	$ 22,992	$ 11,238	$ 871	$ -	$ -	**$ 35,101**	74%
Trails & Corridor Mgmt	$ 589	$ -	$ -	$ 121	$ -	**$ 710**	1%
Subtotal operating exp.	**$ 25,298**	**$ 12,045**	**$ 871**	**$ 121**	**$ -**	**$ 38,334**	**80%**
Capital	$ 4,878	$ -	$ -	$ -	$ -	**$ 4,878**	10%
Debt Service	$ 1,540	$ -	$ -	$ -	$ 2,930	**$ 4,470**	9%
Total expenditures	**$ 31,716**	**$ 12,045**	**$ 871**	**$ 121**	**$ 2,930**	**$ 47,682**	**100%**
Other financing sources	**$ 155**	**$ 136**	**$ 397**	**$ -**	**$ 2,236**	**$ 2,924**	
Other financing (uses)	**$ (2,769)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (2,769)**	
Change in Fund Balance	**$ 454**	**$ 0**	**$ -**	**$ (58)**	**$ -**	**$ 396**	
Ending fund balance	**$ 18,140**	**$ 0**	**$ 97**	**$ 69**	**$ 2,499**	**$ 20,805**	

Five Year Financial Summary Information

Revenues (in thousands)	2015 Audited	2016 Audited	2017 Audited	2018 Budget	2018 Forecast	2019 Final Budget	19/18 Budget $ Dif	19/18 Budget % Dif
Sales and use tax	$ 20,444	$ 21,123	$ 22,153	$ 22,561	$ 22,929	$ 23,297	$ 736	3%
Service contracts	8,926	10,056	10,531	10,979	10,934	11,879	900	8%
Fare Revenue	4,485	4,810	4,939	5,021	5,066	5,151	130	3%
Grant revenue - operating	1,145	1,245	1,245	1,244	1,244	1,346	101	8%
Local gov't contributions - operating	1,332	1,364	1,379	1,733	1,736	1,899	166	10%
Other income	1,564	1,696	1,731	1,714	1,620	1,638	(76)	-4%
Investment income	27	89	167	187	336	336	149	80%
Subtotal Revenues - Operating	**37,922**	**40,383**	**42,143**	**43,440**	**43,866**	**45,546**	**2,106**	**5%**
Local gov't contributions - capital	4,445	706	472	2,904	-	146	(2,758)	-95%
Grant revenue - capital	5,693	8,774	1,433	5,310	1,037	2,232	(3,079)	-58%
Subtotal Revenues - Capital	**10,137**	**9,480**	**1,905**	**8,214**	**1,037**	**2,378**	**(5,837)**	-71%
Total	**$ 48,060**	**$ 49,863**	**$ 44,048**	**$ 51,654**	**$ 44,902**	**$ 47,924**	**$ (3,731)**	**-7%**

2018/2019 budgetary revenue trends:

- Net increase in sales and use tax revenue as a result of an increase in sales taxes as a result of a strengthening regional economy which are being offset by a decrease in use taxes;
- Increase in service contract revenues because of increasing costs combined with increased service levels as part of the City of Aspen's Municipal Transit Service Contract.
- Increase in operating revenues, which include transit fares and pass sales, due to increased regional ridership and on the Maroon Bells seasonal service.
- Increase in operating grant revenues from the FTA 5311 operating grant.
- Increase in local government contributions primarily due to contributions made by the Elected Officials Transportation Committee (EOTC) to help fund the enhanced regional service connections between Brush Creek and Snowmass Village.
- Decrease in capital funding primarily due to the timing of capital outlay based on project completion; grants are recognized as awarded and collection is certain.



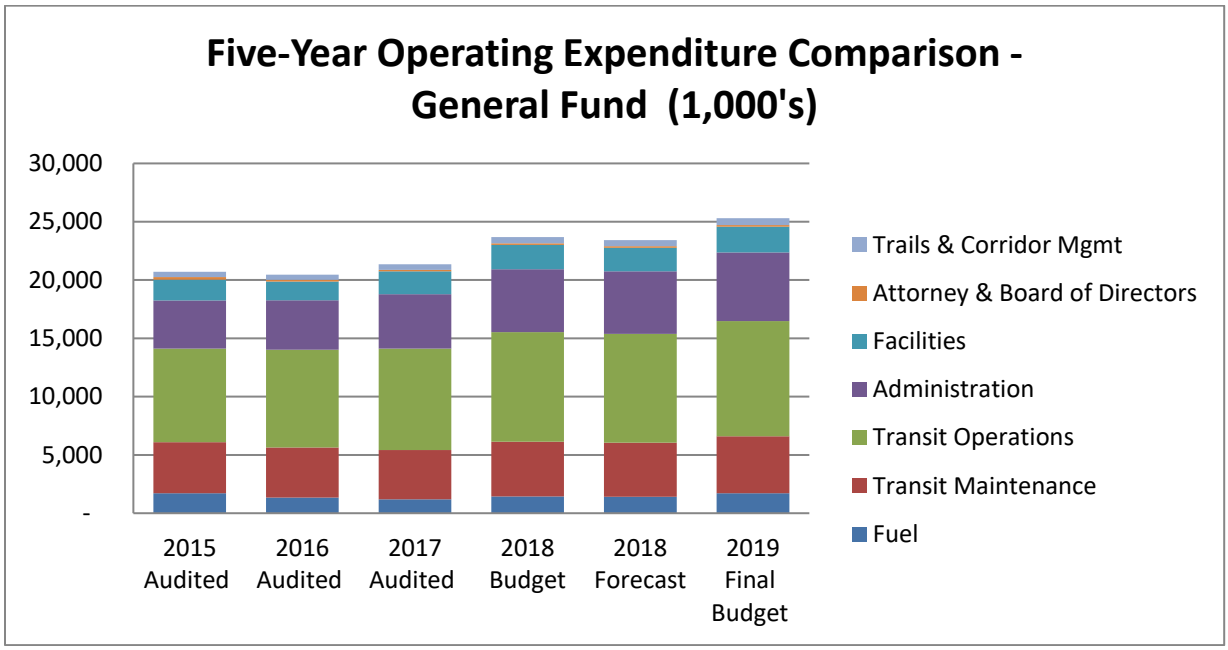
Five Year Financial Summary Information continued…

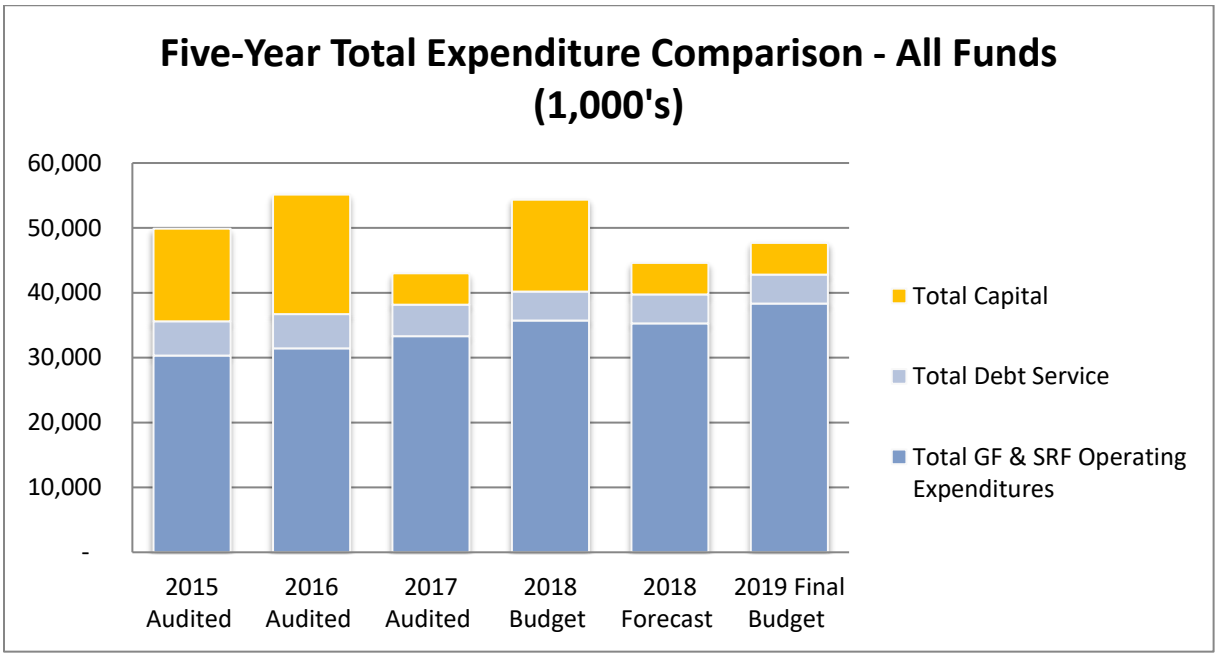
Expenditures (in thousands)	2015 Audited	2016 Audited	2017 Audited	2018 Budget	2018 Forecast	2019 Final Budget	19/18 Budget $ Dif	19/18 Budget % Dif
Fuel	1,717	1,347	1,189	1,434	1,407	1,716	282	20%
Transit Maintenance	4,376	4,288	4,233	4,696	4,649	4,878	182	4%
Transit Operations	8,023	8,381	8,703	9,408	9,327	9,885	477	5%
Administration	4,134	4,247	4,664	5,386	5,359	5,887	501	9%
Facilities	1,787	1,599	1,961	2,084	2,028	2,209	125	6%
Attorney & Board of Directors	220	161	117	134	126	134	(0)	0%
Trails & Corridor Mgmt	444	430	489	540	530	589	49	9%
Total GF Operating Expenditures	**$ 20,702**	**$ 20,453**	**$ 21,355**	**$ 23,682**	**$ 23,426**	**$ 25,298**	**$ 1,615**	**7%**
SRF - Service Contracts	9,118	10,252	11,253	11,158	11,078	12,045	887	8%
SRF - Bus Shelter / PNR	479	663	624	822	747	871	48	6%
SRF - Mid Valley Trails	19	62	79	50	22	121	71	141%
Total GF & SRF Operating Expenditures	**$ 30,318**	**$ 31,429**	**$ 33,310**	**$ 35,712**	**$ 35,273**	**$ 38,334**	**$ 2,621**	**7%**
GF - Debt Service	2,339	2,344	1,900	1,513	1,512	1,540	27	2%
Debt Service Fund	2,948	2,947	2,955	2,950	2,950	2,930	(19)	-1%
Total Debt Service	**$ 5,288**	**$ 5,291**	**$ 4,855**	**$ 4,463**	**$ 4,461**	**$ 4,470**	**$ 7**	**0%**
Total Operating & Debt Service	**$ 35,605**	**$ 36,720**	**$ 38,166**	**$ 40,175**	**$ 39,735**	**$ 42,804**	**$ 2,629**	**7%**
GF - Capital Outlay	12,003	10,553	4,616	14,162	4,855	4,878	(9,284)	-66%
SRF - Bus Shelter / PNR - Capital Outlay	30	143	-	-	-	-	-	0%
Capital Projects Fund	2,240	7,718	223	-	-	-	-	0%
Total Capital	**$ 14,273**	**$ 18,414**	**$ 4,839**	**$ 14,162**	**$ 4,855**	**$ 4,878**	**$ (9,284)**	**-66%**
Total Expenditures - all funds	**$ 49,878**	**$ 55,134**	**$ 43,004**	**$ 54,337**	**$ 44,590**	**$ 47,682**	**$ (6,655)**	**-12%**

2018/2019 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 higher prices;
    - Increase in Transit Maintenance primarily due to higher labor costs and incentives;
    - Increase in Transit Operations due to higher labor costs in accordance with the Collective Bargaining Agreement;
    - Increase in Administration primarily due to higher labor costs, support for asset management program and ITS data management, and cost increases to janitorial services and corporate insurance;
    - Increase in Trails and Corridor Management Program due to higher labor costs and increase in support for corridor management.
- 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 cost increases to utilities and janitorial services.
- 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…





2019 Budget

Major Revenue

(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	Debt Service Fund	2019 Total Budget	%
Revenues:							
Sales and use tax	$ 23,236	$ -	$ -	$ 61	$ -	**$ 23,297**	49%
Service contracts	$ -	$ 11,879	$ -	$ -	$ -	**$ 11,879**	25%
Operating revenue	$ 5,151	$ -	$ -	$ -	$ -	**$ 5,151**	11%
Grant revenue - operating	$ 1,316	$ 30	$ -	$ -	$ -	**$ 1,346**	3%
Grant revenue - capital	$ 2,232	$ -	$ -	$ -	$ -	**$ 2,232**	5%
Local gov't contributions - operating	$ 1,899	$ -	$ -	$ -	$ -	**$ 1,899**	4%
Local gov't contributions - capital	$ 146	$ -	$ -	$ -	$ -	**$ 146**	0%
Other income	$ 521	$ -	$ 472	$ -	$ 645	**$ 1,638**	3%
Investment income	$ 284	$ -	$ 2	$ 2	$ 49	**$ 336**	1%
Total revenue	**$ 34,784**	**$ 11,909**	**$ 474**	**$ 63**	**$ 694**	**$ 47,924**	**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;

- 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);

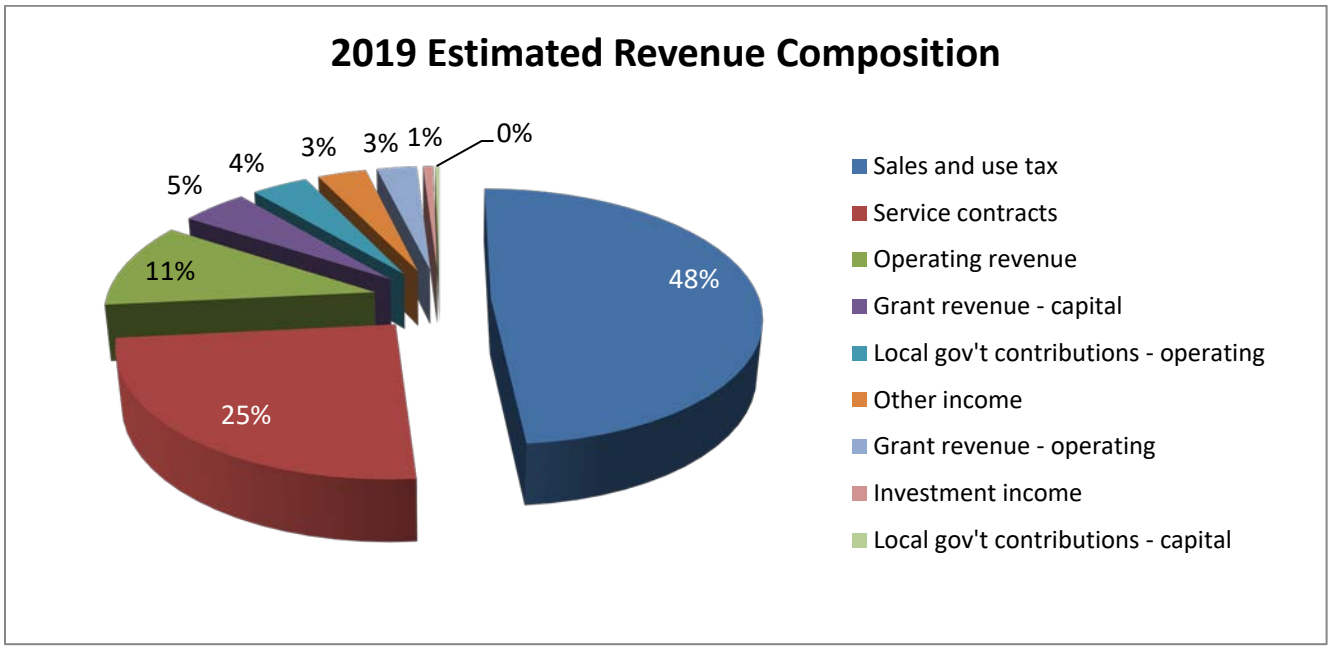
- Operating revenues reflect transit fares collected primarily on regional service routes in the Roaring Fork Valley and on the I-70 Corridor as well as fares collected on the Maroon Bells service; see Transit Services section for description of services;

- 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 2009B Build America Bonds and Series 2012A and 2013B Qualified Energy Conservation Bonds in the Debt Service Fund.

Major Revenue continued…

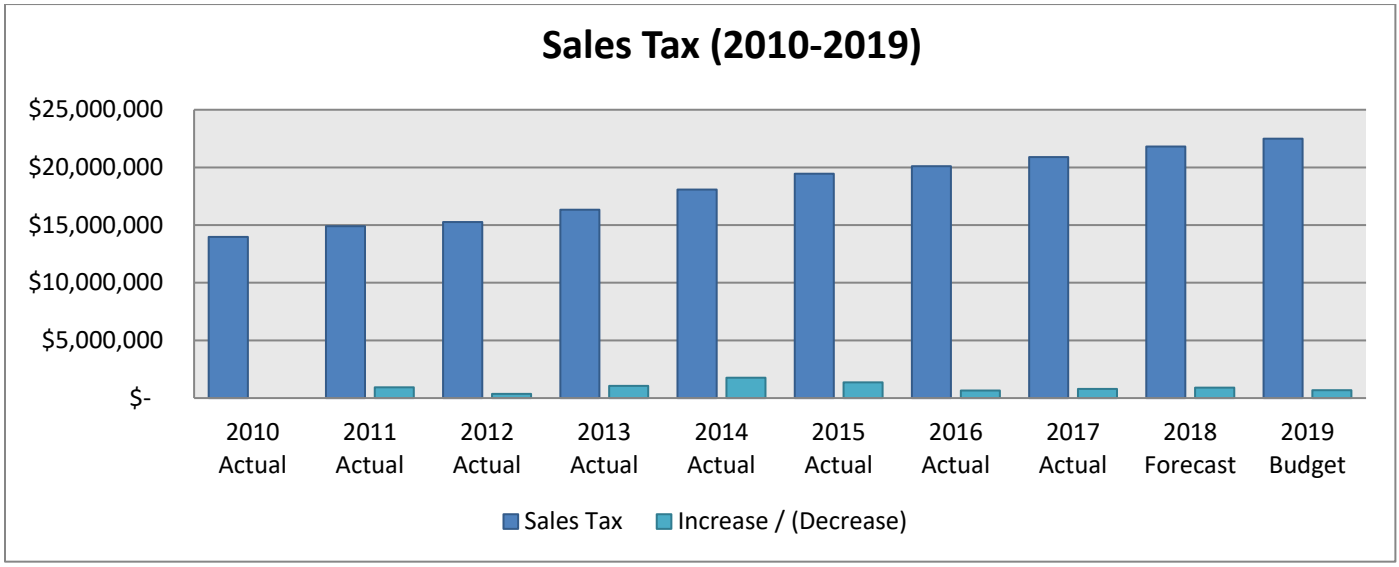


Revenue assumptions

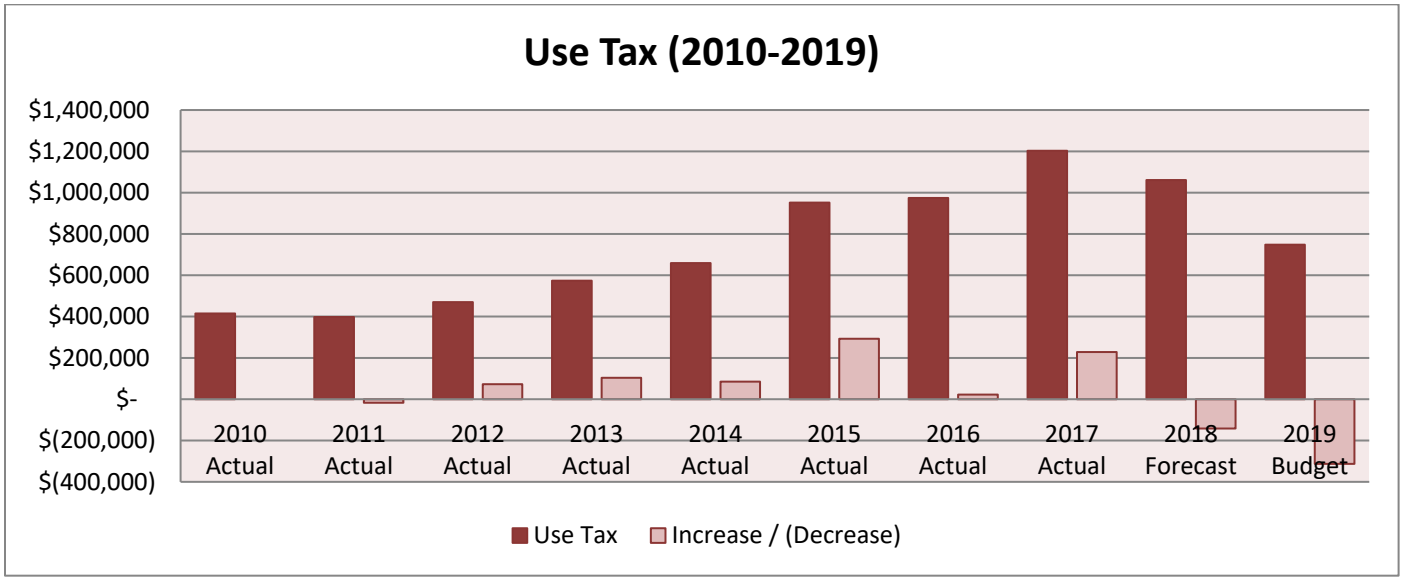
Sales and Use Tax Revenues

- The Authority consulted with member jurisdictions' Finance Departments to obtain their sales tax estimate for 2019. The Authority relies on each member jurisdictions' assumptions and trend analysis for estimate preparation. Jurisdictions remain cautiously optimistic with their estimates as the large increase over the last few years and the rate of growth may be difficult to maintain. The budget reflects a 3.1% increase in sales tax revenue based on the estimates below:

Member Jurisdictions	2019 % Increase
Aspen	3.5%
Basalt	3.5%
Carbondale	3.0%
Glenwood Springs	2.0%
Eagle County	2.0%
New Castle	2.0%
Pitkin County	4.0%
Snowmass Village	3.0%



- Use tax revenues are primarily driven by the construction and real estate sector based on market conditions. The budget conservatively estimates a 30% decrease in use tax revenue, which represents the approximate amount from two single taxpayers.

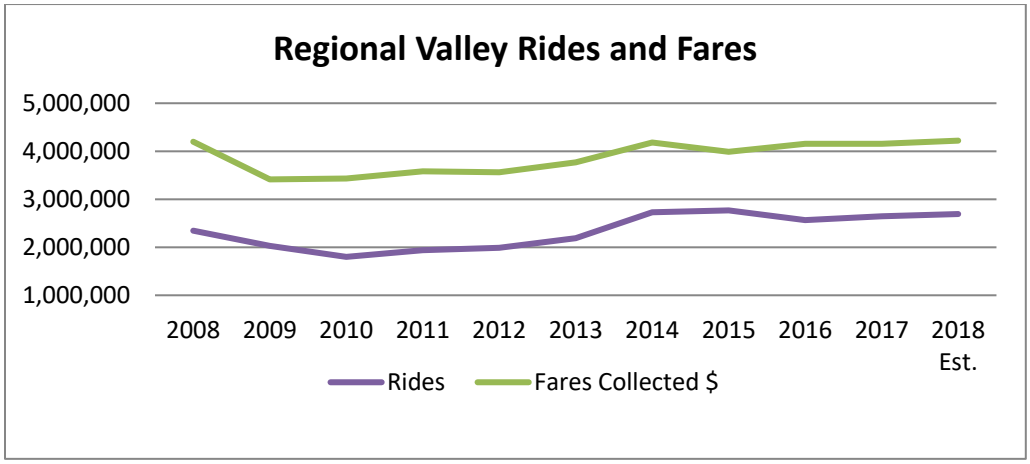


Service contract revenues

- 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

- 2% increase in transit fares collected primarily as a result of anticipated increase in regional ridership. There are no fare adjustments planned for 2018. 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

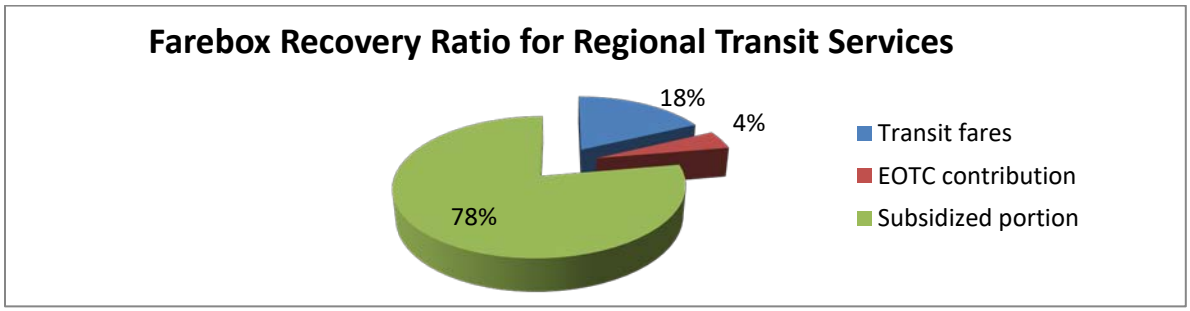
- $1.12 million from the FTA Section 5311 operating grant;
- $200,000 from CDOT FASTER operating grant;
- $2.23 million from capital grants for four transit bus replacements.

Local governmental contributions

- The EOTC will provide funding of approximately $1,079,000, which includes $659,000 for the no-fare Aspen/Snowmass regional transit service and $420,000 for the enhanced regional commuter service between Brush Creek and Snowmass Village.
- Garfield County's contribution for the Grand Hogback bus service increased by 4% to $760,000.
- The Town of Rifle's contribution for the Grand Hogback bus service remains at $20,000.

Other income

- Assumes employee housing rental revenue will increase by 7.4% and vehicle registration fees will are unchanged.
- Credits related to Build America Bonds and Qualified Energy Conservation Bonds assume a sequestration reduction rate of 6.2%.



Farebox Recovery Ratio is the percentage of total operating revenues that passengers pay through fares. The Authority's farebox recovery ratio for regional transit services is estimated to be 22% and takes into consideration the EOTC's fare subsidy for the regional transit service between Aspen and Snowmass Village. If this subsidy did not occur, then the Authority's farebox recovery ratio would increase due to additional fares collected on the regional transit service between Aspen and Snowmass Village.

2019 Budget

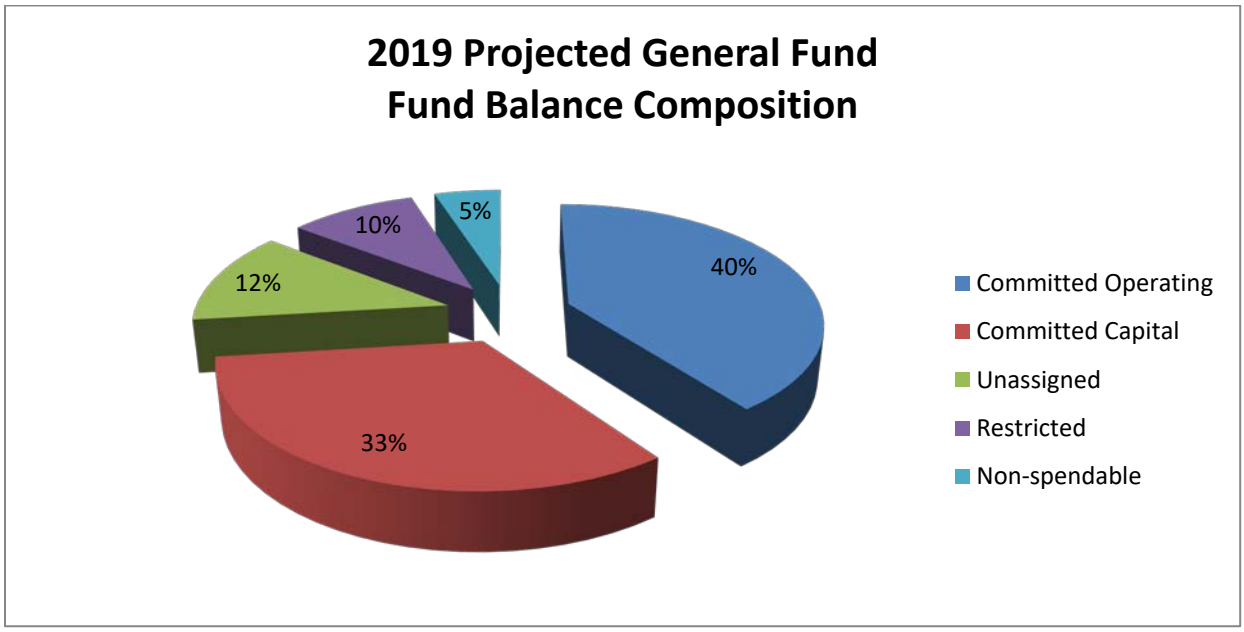
Fund Balance – all Funds

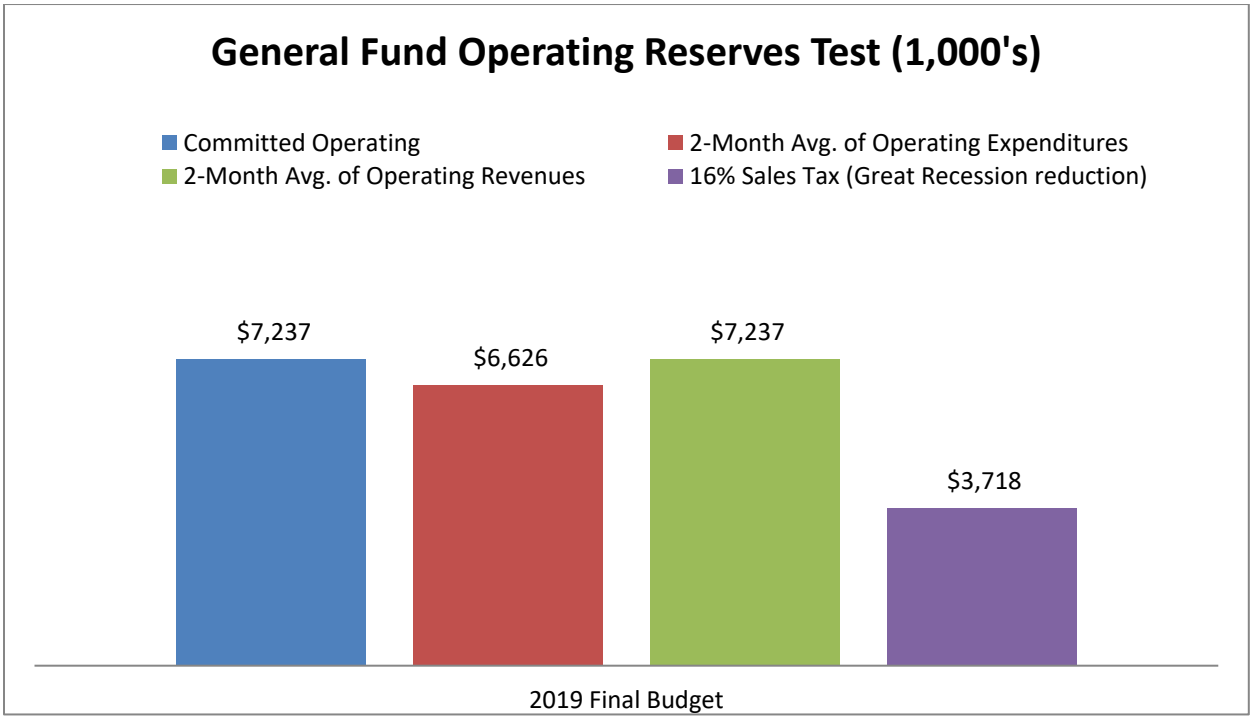
(1,000's)	General Fund	Service Contracts	Bus Stops/ PNR	Mid Valley Trails	Debt Service Fund	Total
Beginning fund balance (budget)	**$ 17,686**	**$ -**	**$ 97**	**$ 127**	**$ 2,499**	**$ 20,409**
Revenues	$ 34,784	$ 11,909	$ 474	$ 63	$ 694	$ 47,924
Expenditures	$ (31,716)	$ (12,045)	$ (871)	$ (121)	$ (2,930)	$ (47,682)
Other financing source/(use)	$ (2,614)	$ 136	$ 397	$ -	$ 2,236	$ 155
Change in net assets	**$ 454**	**$ 0**	**$ -**	**$ (58)**	**$ -**	**$ 396**
Ending fund balance	**$ 18,140**	**$ 0**	**$ 97**	**$ 69**	**$ 2,499**	**$ 20,805**
Ending fund balance composition:						
Non-spendable fund balance	$ 903					$ 903
Restricted fund balance	$ 1,731	$ 0	$ 97	$ 69	$ 2,499	$ 4,397
Committed fund balance:						
Operating reserves	$ 7,237					$ 7,237
Facilities capital reserves	$ 2,037					$ 2,037
Transit capital reserves	$ 3,090					$ 3,090
Trails capital reserves	$ 891					$ 891
Unassigned fund balance	$ 2,252					$ 2,252
Ending fund balance	**$ 18,140**	**$ 0**	**$ 97**	**$ 69**	**$ 2,499**	**$ 20,805**

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.


2019 Projected General Fund
Fund Balance Composition
40%
33%
12%
10%
5%
Committed Operating
Committed Capital
Unassigned
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)
$7,237
$6,626
$7,237
$3,718
2019 Final Budget

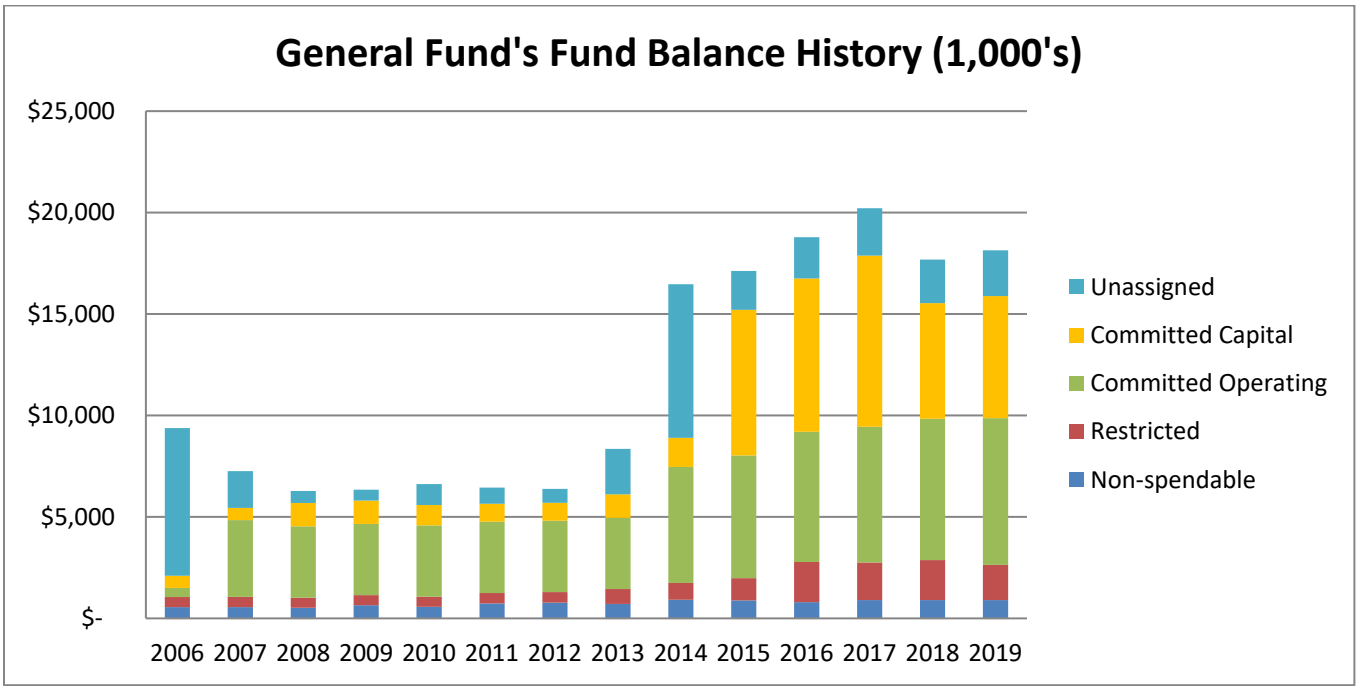
2019 Budget

General Fund comparative Fund Balance

	General fund only									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
(1,000)	Final	Final	Final	Final	Final	Final	Final	Final	Budget	Budget
Beginning fund balance	**$ 6,346**	**$ 6,620**	**6,449**	**6,385**	**8,355**	**16,470**	**17,120**	**18,789**	**20,213**	**17,686**
Revenues	$ 15,982	$ 17,288	$ 17,474	$ 24,449	$ 27,535	$ 36,784	$ 33,025	$ 32,111	$ 39,432	$ 34,784
Operating expenditures	$ (12,877)	$ (13,623)	$ (13,780)	$ (14,139)	$ (19,030)	$ (20,702)	$ (20,453)	$ (21,355)	$ (23,682)	$ (25,298)
Transit & trails capital	$ (454)	$ (1,826)	$ (2,922)	$ (7,593)	$ (2,170)	$ (12,003)	$ (10,553)	$ (4,616)	$ (14,162)	$ (4,878)
Debt service	$ (2,730)	$ (2,347)	$ (2,222)	$ (2,265)	$ (2,276)	$ (2,339)	$ (2,344)	$ (1,900)	$ (1,513)	$ (1,540)
Other financing sources/(uses)	$ 354	$ 336	$ 1,387	$ 1,517	$ 4,057	$ (1,090)	$ 1,994	$ (2,816)	$ (2,602)	$ (2,614)
Change in net assets	**$ 275**	**$ (172)**	**$ (63)**	**$ 1,969**	**$ 8,116**	**$ 650**	**$ 1,669**	**$ 1,424**	**$ (2,527)**	**$ 454**
Fund Balance:										
Non-spendable fund balance	$ 573	$ 734	$ 775	$ 711	$ 921	$ 883	$ 799	$ 903	$ 903	$ 903
Restricted fund balance	$ 498	$ 519	$ 524	$ 733	$ 826	$ 1,104	$ 1,979	$ 1,851	$ 1,971	$ 1,731
Committed for:										
Operating Reserves	$ 3,513	$ 3,513	$ 3,513	$ 3,513	$ 5,717	$ 6,041	$ 6,418	$ 6,692	$ 6,960	$ 7,237
Facilities Capital	$ 275	$ 375	$ 375	$ 475	$ 575	$ 1,724	$ 1,799	$ 1,975	$ 1,975	$ 2,037
Transit Capital	$ 425	$ 135	$ 135	$ 235	$ 335	$ 4,643	$ 4,924	$ 5,584	$ 2,855	$ 3,090
Trails Capital	$ 300	$ 375	$ 375	$ 450	$ 525	$ 812	$ 831	$ 875	$ 875	$ 891
Unassigned fund balance	$ 1,037	$ 798	$ 688	$ 2,237	$ 7,572	$ 1,914	$ 2,039	$ 2,333	$ 2,148	$ 2,252
Ending Fund Balance	**$ 6,620**	**$ 6,449**	**$ 6,385**	**$ 8,355**	**$ 16,470**	**$ 17,120**	**$ 18,789**	**$ 20,213**	**$ 17,686**	**$ 18,140**

Significant changes in Fund balance are as follows:

- 2010/2011 use of capital reserves of $735,000 to upgrade transit bus radios, repair trail damage, and improve facilities at the GMF and Parker House housing complex; currently, $50,000 of unexpended trail repairs may replenish capital reserves;
- 2011/2012 no significant changes noted;
- 2012/2013 increase in unassigned due to an increase in sales tax revenues; incremental operating costs associated with the BRT transit service are funded by a transfer from the BRT Special Revenue Fund;
- 2013/2015 increase in unassigned primarily due to the remaining fund balance of $6.2 million transferred from the BRT Special Revenue Fund;
- 2014/2015 no significant changes noted;
- 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 no significant changes noted


General Fund's Fund Balance History (1,000's)
$25,000
$20,000
$15,000
$10,000
$5,000
$-
2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019
Unassigned
Committed Capital
Committed Operating
Restricted
Non-spendable

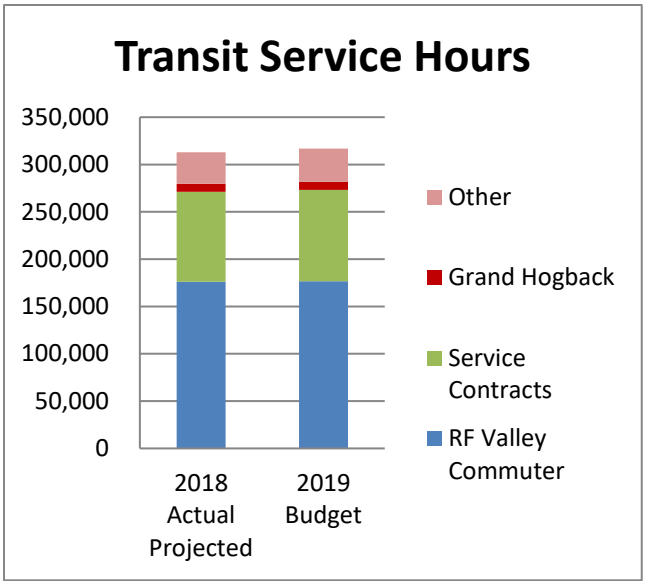
Expenditures

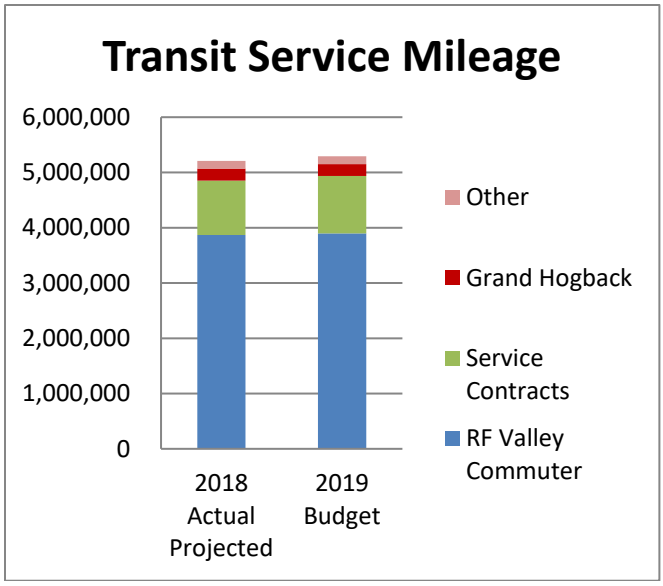
Operating expenditure summary by Department with Fuel

Department	General Fund	Service Contracts	Bus Stops/ PNR SRF	Mid Valley Trails SRF	2019 Total Budget	%
Fuel	$ 1,716	$ 807	$ -	$ -	$ 2,523	6.6%
Transit Maintenance	$ 4,878	$ 2,254	$ -	$ -	$ 7,132	18.6%
Transit Operations	$ 9,885	$ 5,207	$ -	$ -	$ 15,092	39.4%
CEO	$ 1,194	$ 548	$ -	$ -	$ 1,742	4.5%
Finance	$ 1,138	$ 523	$ -	$ -	$ 1,661	4.3%
Planning	$ 363	$ 167	$ -	$ -	$ 530	1.4%
HR & Risk Mgmt	$ 1,851	$ 850	$ -	$ -	$ 2,701	7.0%
Information Technology	$ 1,340	$ 615	$ -	$ -	$ 1,954	5.1%
Facilities	$ 2,209	$ 1,014	$ 871	$ -	$ 4,094	10.7%
BOD & General Counsel	$ 134	$ 61	$ -	$ -	$ 195	0.5%
Trails & Corridor Mgmt	$ 589	$ -	$ -	$ 121	$ 710	1.9%
Total	$ 25,298	$ 12,045	$ 871	$ 121	$ 38,334	100.0%

Assumptions used in preparing the budget are as follows:

- The 2019 budget assumes status quo service levels with updates for seasonal changes and slight increase in services as part of the City of Aspen's Municipal Transit Service Contract:



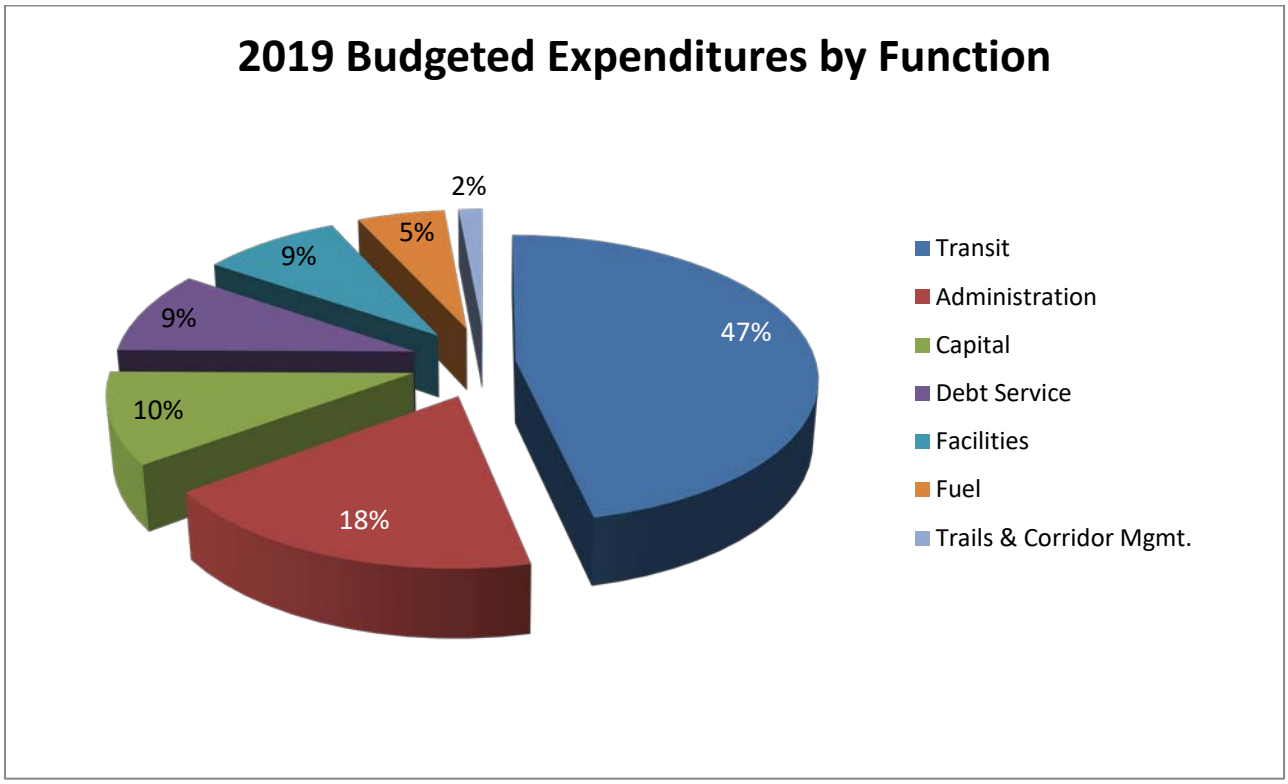


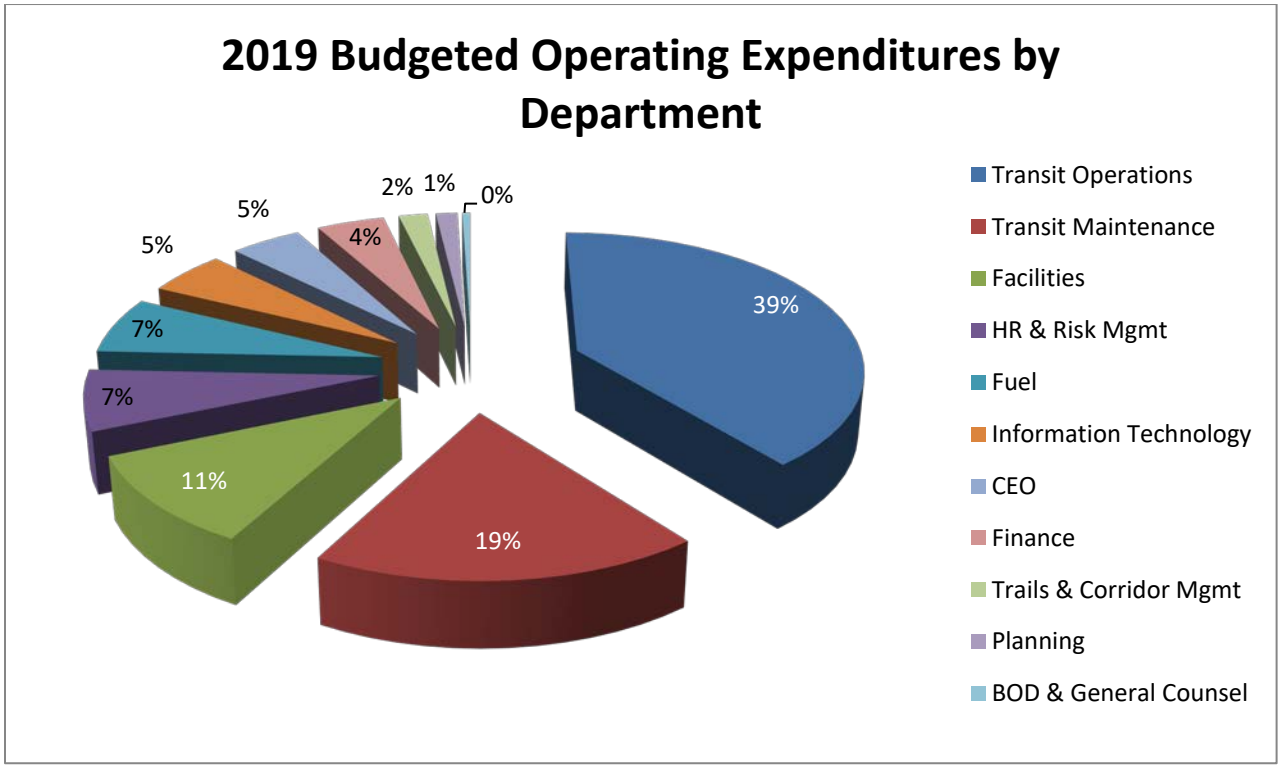
- Diesel fuel assumes a weighted average cost of $2.65 approximately 28% more per diesel gallon based on a fixed forward pricing contract. CNG fuel assumes current pricing from our existing vendor. The budgeted CNG cost is approximately $1.65 per Diesel Gallon Equivalent.

- 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 January 2019 – one significant change was moving from a 12 to 10-year wage progression.

- The Authority received the Request for Funding Application Forms from four organizations which have been approved by the Board and are reflected in the budget:
    - $100,000 from WE-cycle, a 501(c)(3) non-profit organization to support operational costs from Aspen to Basalt (this amount represents year two of a five-year funding request);
    - $30,000 from Garfield Clean Energy to support three key program areas (this amount represents 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.
    - $20,000 from Lower Valley Trails Group (LoVa) and Town of New Castle to help as matching funds for a planning grant for LoVa trail construction.

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


2019 Budgeted Expenditures by Function
2%
5%
9%
9%
10%
18%
47%
Transit
Administration
Capital
Debt Service
Facilities
Fuel
Trails & Corridor Mgmt.


2019 Budgeted Operating Expenditures by Department
2%
1%
0%
5%
5%
4%
7%
7%
11%
19%
39%
Transit Operations
Transit Maintenance
Facilities
HR & Risk Mgmt
Fuel
Information Technology
CEO
Finance
Trails & Corridor Mgmt
Planning
BOD & General Counsel

Capital Expenditures

Description (1,000's)	Capital Projects	Grant/ Local Assistance	Local Share
Transit			
Bus Replacements (4 Diesel)	$ 2,789	$ 2,232	$ 558
Facilities Improvements	$ 485		$ 485
Bus engine/transmission rebuilds	$ 482		$ 482
Equipment/software	$ 440		$ 440
Support vehicles	$ 30		$ 30
Subtotal Transit	**$ 4,226**	**$ 2,232**	**$ 1,994**
Trails			
Trail Improvements	$ 527	$ 146	$ 381
Trail Equipment	$ 125		$ 125
Subtotal Trails	**$ 652**	**$ 146**	**$ 506**
Total	**$ 4,878**	**$ 2,378**	**$ 2,500**

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 and compressed natural gas buses that each cost approximately $550,000 and $750,000, respectively;
- 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 Expenditures – General Fund

Capital Maintenance Program

- Rolling Stock – replace four 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 $4.9 million of capital outlay and determined that $155,000 will be financed through lease purchase agreements. The impact on the operating budget for 2019 will be limited to the new debt service payments.
- 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

The Authority considers building and park & ride repairs and maintenance routine.

2019 Budget

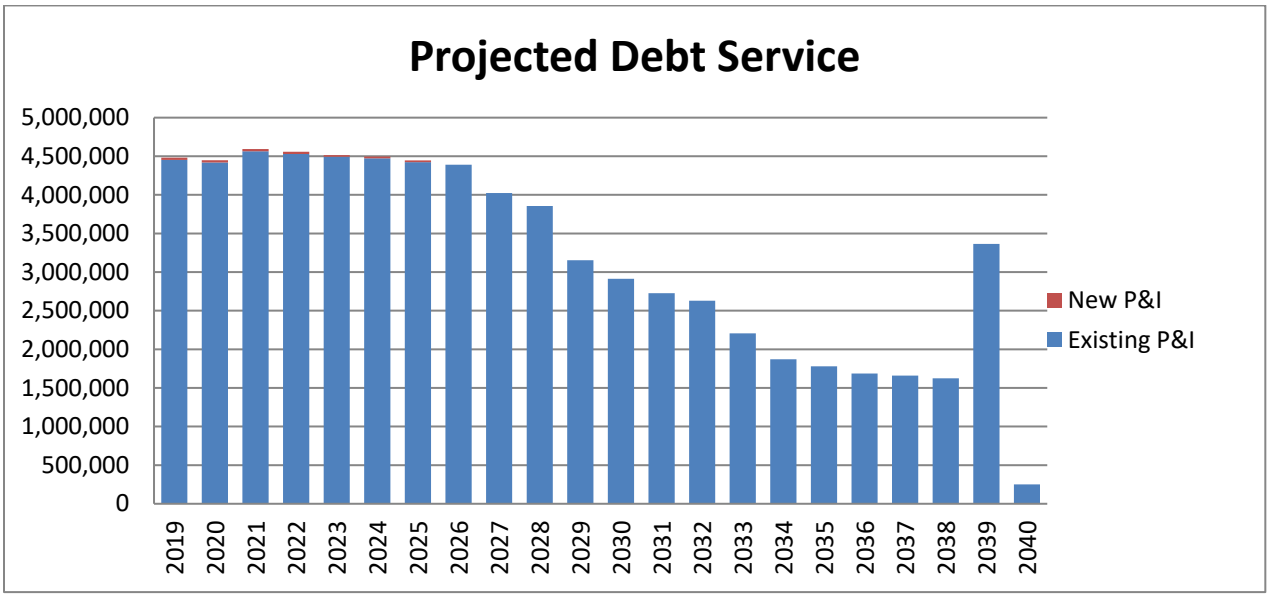
Operating Line Item Expenditures greater than $50,000 (excluding personnel compensation)

Description	2019 Budget		Description	2019 Budget
Medical Insurance(CHP)	$ 3,235,454		Janitorial Service and Supplies	$ 87,300
Transit Diesel Fuel	$ 1,661,104		Transit Unleaded Fuel	$ 85,000
Bus Parts	$ 1,103,000		Building Repair and Maintenance	$ 84,000
TOSV Regional Service Contract	$ 523,170		Accident Third Party Repairs	$ 78,600
Corporate Insurance Package	$ 535,000		Dues, Memberships, & Subscriptions	$ 75,000
Pinnacol Premiums	$ 530,000		Pinnacol Claims	$ 75,000
Transit Compressed Natural Gas	$ 451,600		Inter Facilty Connectivity Service	$ 75,000
Bus Tire & Tubes	$ 352,600		Data Processing Supplies	$ 75,000
Alt Fica (Life Insurance, AD&D, LTD)	$ 345,000		Building Repair and Maintenance	$ 75,000
Trillium O&M	$ 258,600		Data Processing	$ 70,000
Rent Expense	$ 257,624		Scheduling Software Support	$ 70,000
Bus Third Party Repairs	$ 251,300		Sales & Use Tax Collection Fees	$ 65,000
CCMSI Gen Liability Claims	$ 250,000		CCMSI Workers' Comp Claims	$ 65,000
AVL/CAD Software Support	$ 222,000		STD Claims	$ 65,000
Janitorial Service and Supplies	$ 201,500		Bus Internet VPN and WiFi	$ 65,000
Railroad Corridor Land Management	$ 200,000		Rent Expense	$ 63,360
Oil, Lubricants, Antifreeze	$ 160,000		Banking / Credit Card Fees & Services	$ 60,500
Professional / Legal Services	$ 160,000		HRA Deductable Reimb(CS-PPO)	$ 60,000
One time, third party services	$ 150,000		Electric	$ 56,700
FSA Employee Distribution(CS)	$ 150,000		SUTA Expense	$ 56,000
Materials & Supplies	$ 148,100		Office Equipment Rental/Repair	$ 55,000
Security / Loss Prevention	$ 125,000		RFTA Training	$ 53,300
Janitorial Service and Supplies	$ 104,300		Natural Gas	$ 51,500
We Cycle contribution	$ 100,000		Legislative Contract	$ 50,000
H S A Employer Match (HDHP)	$ 100,000		Printing - Schedules / Maroon Bells Tickets	$ 50,000
Other Business Insurance	$ 100,000		RFTA Cell phone	$ 50,000
Repair and Maintenance	$ 100,000		Professional Services	$ 50,000
Electric	$ 95,000			

Debt, Long term Commitments and Obligations

The Authority is not subject to legal debt limits.

Entering the 2019 year, the existing annual debt service is approximately $4.5 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;
- Series 2010A Build America Bonds, 6.689-6.939%, purpose – Aspen Maintenance Facility Re-commissioning capital assets;
- Series 2010B Tax Exempt Bonds, 2.0-4.25%, purpose – Aspen Maintenance Facility, Carbondale Maintenance Facility, Carbondale Main Street Employee Housing, Glenwood Maintenance Facility and buses (refunding of 1998 & 2001 Bonds)
- 2011 Capital lease, 4.5%, purpose – office;
- 2015 Capital lease, 5.5%, purpose – solar array purchase;
- 2016 Vehicles, 5.95%, purpose – automobile purchase;
- 2016 Capital lease, 1.87%, purpose – bus replacement;
- 2017 Capital lease, 5.95%, purpose – automobile purchase.
- 2018 Capital lease, est. 6.95%, purpose – automobile purchase.
- Anticipated 2019 Capital lease, est. 5.75%, purpose - automobile purchase
- Anticipated 2019 Capital leases, est. 6.0%, purpose – Trails Equipment

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	$ 116,826	$ 56,151	$ 172,977
Series 2010A Taxable Build America Bonds	$ -	$ 173,032	$ 173,032
Series 2010B Tax Exempt Bonds	$ 360,000	$ 122,769	$ 482,769
2011 Office	$ 43,643	$ 32,733	$ 76,376
2015 Capital lease - Solar Array	$ 48,557	$ 71,502	$ 120,059
2016 Vehicles	$ 35,145	$ 2,091	$ 37,236
2016 Buses	$ 346,416	$ 66,961	$ 413,377
2017 Vehicles	$ 7,731	$ 915	$ 8,646
2018 Vehicles	$ 6,511	$ 1,454	$ 7,965
2018 Sand Truck (Est.)	$ 13,125	$ 4,659	$ 17,784
2019 Vehicle (Est.)	$ 8,200	$ -	$ 8,200
2019 Trails Equipment (Est.)	$ 21,500	$ -	$ 21,500
Total General Fund	**$ 1,007,654**	**$ 532,267**	**$ 1,539,921**

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

- Series 2009A Tax-Exempt Bonds, 3.6%, purpose – BRT Project capital assets;
- Series 2009B Build America Bonds, 6.7%, purpose – BRT Project capital assets;
- Series 2012A Qualified Energy Conservation Bonds, 1.07%, purpose – CNG Project capital assets
- Series 2013A Tax-Exempt Loan, 3.48% - Bus Stop/Park & Ride and facility capital assets;
- Series 2013B Qualified Energy Conservation Bonds, est. 1.8% – AMF Recommissioning Project capital assets;

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

Issuance	Principal	Interest	Issuance Total
Series 2009A Tax Exempt Bonds	$ 640,000	$ 52,200	$ 692,200
Series 2009B Taxable Build America Bonds	$ -	$ 1,429,186	$ 1,429,186
Series 2012A Qualified Energy Conservation Bonds	$ 340,000	$ 192,664	$ 532,664
Series 2013A Tax Exempt Loan	$ 110,000	$ 53,940	$ 163,940
Series 2013B Qualified Energy Conservation Bonds	$ 60,000	$ 52,328	$ 112,328
Total Debt Service Funds	**$ 1,150,000**	**$ 1,780,318**	**$ 2,930,318**

Operations Guide

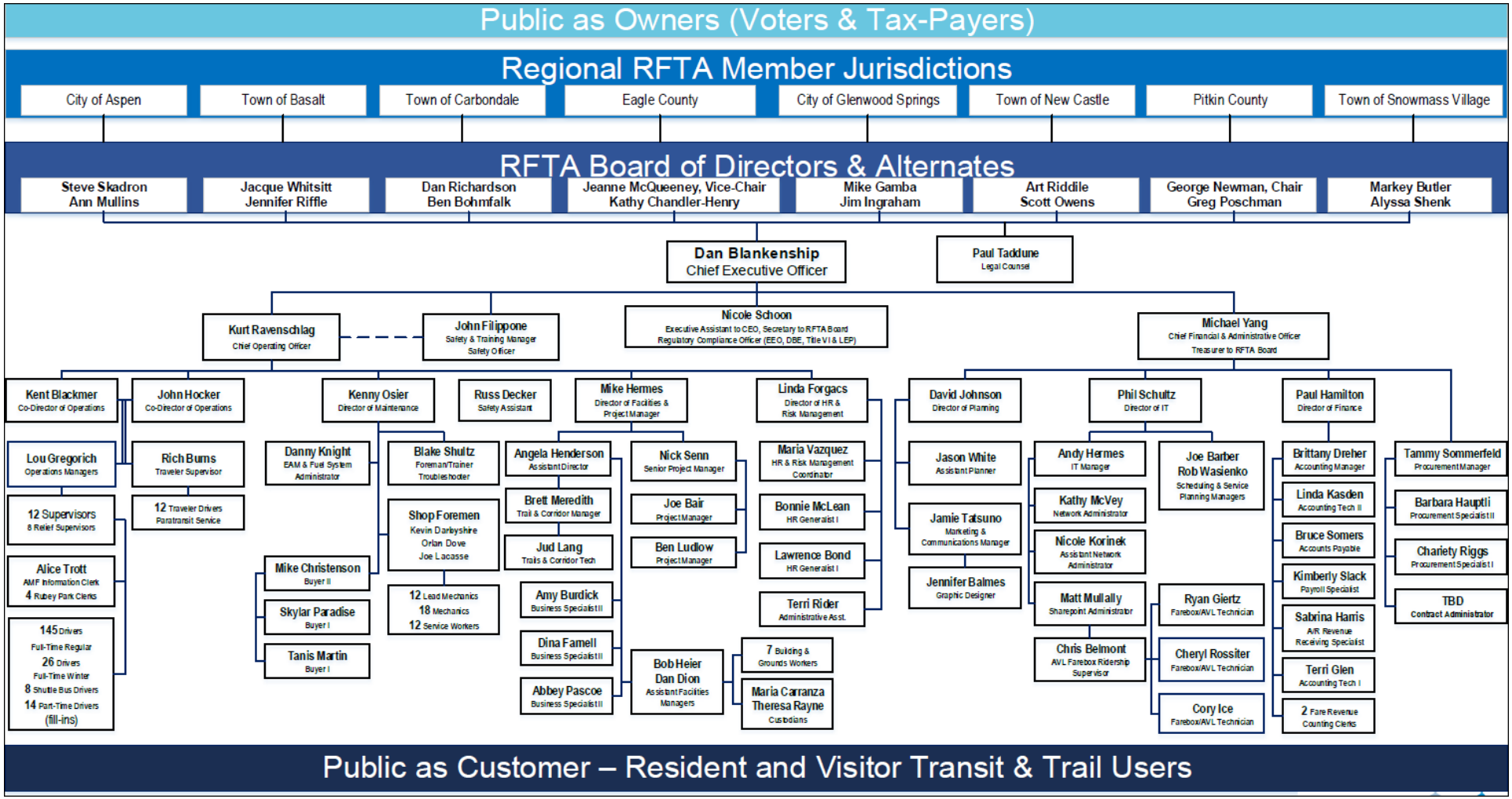
Description of Programs

- *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, administrative computer hardware and software, printers, voice over internet protocol telephone system, the electronic fare box system and Intelligent Transportation Software. Also responsible for the marketing and communication of Authority transit and trails programs.
    - 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.

Authority Organization Chart by Department/Unit



Performance Measurement

Organization-wide
In 2012, the Authority identified organization-wide objectives and related strategies and measures of success were developed:

Objective 1: Safety
Measures of Success:
1. Maintain or lower current accident and workers compensation levels.
2. Accident and workers compensation levels compare favorably with internal and industry standards.
3. Develop and implement an annual safety training and awareness program for each department.
4. Review and track safety complaints in a timely manner.

Objective 2: Human Capital
Measures of Success:
1. Annual voluntary permanent (year-round) staff turnover rates remain less than 5%.
2. Annual return rates for preferred seasonal employees increase each year.
3. Develop a formal employee performance evaluation program.
4. All employees receive a formal annual performance evaluation within 30 days of their employment anniversary date.
5. All job descriptions have been updated and approved.
6. Every job function has at least two employees who are sufficiently trained and capable of performing the duties and critical tasks associated with the function.
7. Formalize a development and training plan for all employees.
8. All Directors/Managers have a succession plan.

Objective 3: Sustainability/Existence Planning
Measures of Success:
1. The long-term financial forecast has been updated annually and reviewed with the CEO and RFTA Board of Directors and/or subcommittee.
2. The monthly forecast has been updated and reviewed with the CEO.
3. The rate of increase of the General Fund's budgeted operating expenditures does not exceed the estimated rate of growth for operating revenues on an annual basis (post-BRT implementation).

Objective 4: Customer Service
Measures of Success:
1. Biennial customer service survey results show a steady improvement.
2. Quarterly analysis of complaint database results in a decline in the number of complaints.
3. Performance for safety, reliability, cost and comfort meets or exceeds customer expectations, RFTA standards and transportation industry standards.
4. Perception of RFTA performance as reported in the media is positive.

Performance Measurement continued…

Objective 5: Environmental Sustainability Planning

Measures of Success:

1. Monitor existing resources to verify optimum operational efficiency.
2. Create baseline measurements for comprehensive fleet and facility energy usage.
3. Renewable energy production projects will offset at least 50% of total annual energy usage at facilities contingent upon the cost effectiveness of secured capital and long-term financing that warrants infrastructure or operational improvements superior to existing resources.
4. By 2020, transit fleet will be powered with at least 30% alternative fuels and/or innovative renewable technologies that continue to decrease dependence on foreign, non-renewable resources contingent upon the cost effectiveness of secured capital and long-term financing that warrants infrastructure or operational improvements superior to existing resources.
5. VelociRFTA BRT will contribute to the reduction of regional greenhouse gas emissions by offering a travel time of less than one hour from Glenwood Springs to Aspen, competitive to personal automobile travel.
6. Implement a strategy to procure ecologically-friendly goods and services within federal, state and local guidelines.
7. Staff will continue to market RFTA as a viable alternative transportation choice and educate the public about transit benefits.

Objective 6: Communication

Measures of Success:

1. Monthly increase in social media hits.
2. Monthly increase in visitors to website.
3. Positive SharePoint user feedback.
4. Internal and external issues are clearly and completely resolved.
5. Bi-lingual communication tools.
6. Public and internal surveys result in an accurate awareness of RFTA information.

Department Accomplishments ***(Staff will update this section before GFOA submission.)***

The following represents a list of goals that departments achieved during 2017 where each goal ties to one or more of the six Organizational Objectives:

CEO/ COO/Procurement/Safety & Training

- Obtained third party Safety & Security Accreditation (Safety);
- Successfully implemented and operated the Grand Avenue Bridge Transit Mitigation service (Customer Service);
- Completed Stage 3 of Phase 1 of the Integrated Transportation System Plan (ITSP) and Upper Valley Mobility Study) (Sustainability/Existence);
- Successful recruitment of Chief Operating Officer (Human Capital);
- Updated RFTA 5-Year Strategic Plan (Sustainability/Existence);
- Updated RFTA 15-Year Long Range Financial Forecast (Sustainability/Existence);

Department Accomplishments cont'd… ***(Staff will update this section before GFOA submission.)***

CEO/Procurement/Safety & Training (continued)

- Completed Transit Service Optimization Plan (Sustainability/Existence);
- Updated compensation plan and implemented wage scale adjustments (Human Capital);
- Conducted RFTA Cultural Survey (Human Capital);
- Completed first year of RFTA Leadership Academy (Human Capital);
- Developed Learning Management System (Human Capital);
- Worked with CASTA and Legislature to pass House Bill 17-1018, which extends the sunset on Regional Transportation Authority Law property tax authority from January 2019 to January 2029 (Sustainability/Existence);

Facilities/Trails Department

- Provided support for the Grand Avenue Bridge Transit Mitigation plan by leasing property for transit parking in western Garfield County and the construction of 3 temporary park and rides and bus stops (Customer Service);
- Completed construction of the Basalt Pedestrian Underpass (Safety);
- Completed construction of the GMF/West Glenwood Park and Ride (Customer Service);
- Completed construction of Phase 1 of the GMF expansion project (Sustainability/Existence);
- Started development of the Program of Requirements for the Regional Transit Center (Sustainability/Existence);
- Started development of a Facilities Capital Replacement Plan (Sustainability/Existence);
- Implemented Asset Management software (Sustainability/Existence);
- Continued Comprehensive Plan for transit and rail corridor (Sustainability/Existence).

Finance Department

- Successful recruitment of Finance Director (Human Capital);
- Successful recruitment of Accounting Manager (Human Capital);
- Implemented new point of sale system at Rubey Park transit center (Sustainability/Existence);
- Obtained Distinguished Budget Presentation Award from the GFOA for RFTA's 2017 budget document (Communication);
- Obtained an unqualified opinion from the independent auditor for RFTA's 2016 financial statement audit (Sustainability/Existence).

Human Resources & Risk Management

- Completed the update to Personnel Guidelines (Human Capital);
- Coordinated manager/supervisor training (Human Capital);
- Developed a pre-hire fit for duty evaluation process for vehicle maintenance and facility staff (Human Capital);
- Created an online performance evaluation system (Human Capital);
- Coordinated a compensation market survey and implemented company-wide wage adjustments (Human Capital).

Department Accomplishments cont'd… ***(Staff will update this section before GFOA submission.)***

Information Technology Department

- Started creation of Virtual Desktop systems (Communication);
- Upgraded Wi-Fi capability at facilities (Communication);
- Collaborated with Comcast to install a new 30MB fiber optic line from Glenwood Springs to Aspen (Communication, Customer Service);
- Started encrypting computer and server data (Sustainability/Existence);
- Completed phone system upgrade (Customer Service).

Maintenance Department

- Supported the replacement of 4 City of Aspen buses (Customer Service);
- Refurbished 7 commuter coach buses, extending their useful lives by 5-7 years; took delivery of 1 new CNG commuter coach bus; purchased and rebranded 3 used buses for GAB transit mitigation service and future needs (Sustainability/Existence);
- Developed a preliminary BEB implementation plan (Environmental);
- First employee graduated from WyoTech as part of a new internal employee development program (Human Capital);
- Continued State of Good Repair reporting program on fleet and updated the replacement schedule (Sustainability/Existence).

Operations Department

- Hired and retained the full complement of bus operators needed to support the GAB transit mitigation service (Human Capital);
- Successfully implemented and operated the GAB transit mitigation service plan during the bridge closure from August 14 through December 9 (Customer Service);
- Fine-tuned staging and operating layouts subsequent to the completion of the Rubey Park Transit Center Renovation Project (Customer Service);
- Scheduled new routes to support the Maroon Bells bus tour demand (Customer Service);
- 9 supervisors successfully completed RFTA's Leadership Academy program (Human Capital);
- Continued supervisor training for operating in a union environment (Human Capital).

Planning and Marketing Department

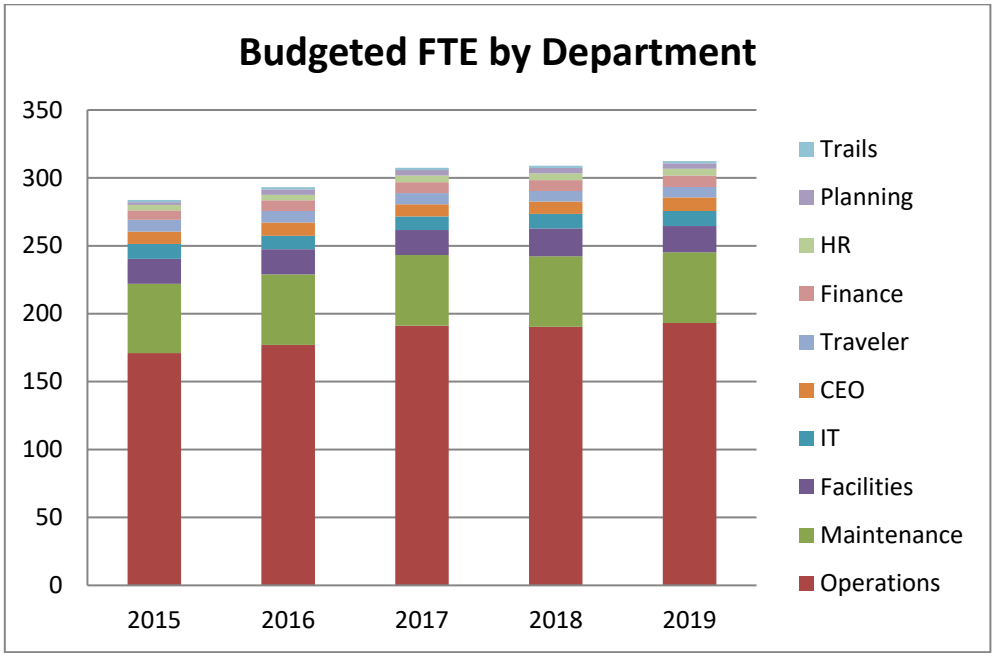
- Provided quarterly updates of RFTA's 5-year Strategic Plan (Sustainability/Existence);
- Provided referral comments on projects throughout the service area (Communication);
- Secured over $3 million in grant funds for operations and fleet replacement (Sustainability/Existence);
- Submitted various grant applications for a Battery Electric Bus pilot program (Environment);
- Submitted TIGER grant for the GMF expansion project (Sustainability/Existence);
- Transit service information implemented on Google Maps (Communication).

2019 Budget

Summary Position Information

Department FTE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Operations	108	139	140	144.8	142.8	138	152.9	150.3	155.2	171.2	177	191.2	190.4	193.2	
Maintenance	33	42	48	47	44.8	46	47	47	51	51	52	52	52	52	
Facilities	9.8	9.8	9.8	8.5	10.1	11.5	14.4	16.4	17.4	18.4	18.4	18.4	20.4	19.4	*
Information Technology	3	2.5	3.5	4	4	6	8	8	11	12	10	10	10.8	11.0	**
CEO	2	2	2	3	4.2	5	7	7	8	9	9.8	9	9	10	*
Finance	6	7	7	6.8	5.8	6.8	6.8	6.8	6.8	8	8	8	8	9	
Human Resources	3	4	4	3	4	4	4	4	4	4	4	5	5	5	
Planning	3	3.5	3.5	3	2	2	2	2	2	2	4	4	4	4	
Trails	1.7	1.7	2.7	2	2.7	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	
Attorney	1.5	1.5	1.5	1.5	1	2	2	0	0	0	0	0	0	0	
Grand Total	**171**	**213**	**222**	**223.6**	**221.4**	**222.8**	**245.7**	**243.1**	**257**	**277.2**	**284.8**	**299.2**	**301.2**	**304.7**	

** Transfer of position between Departments*
*** Full-time position budgeted in 2018; was budgeted for portion of 2017*



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 (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.
- Capital Financial 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.

Budget process

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;

- Month of August
  - 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;

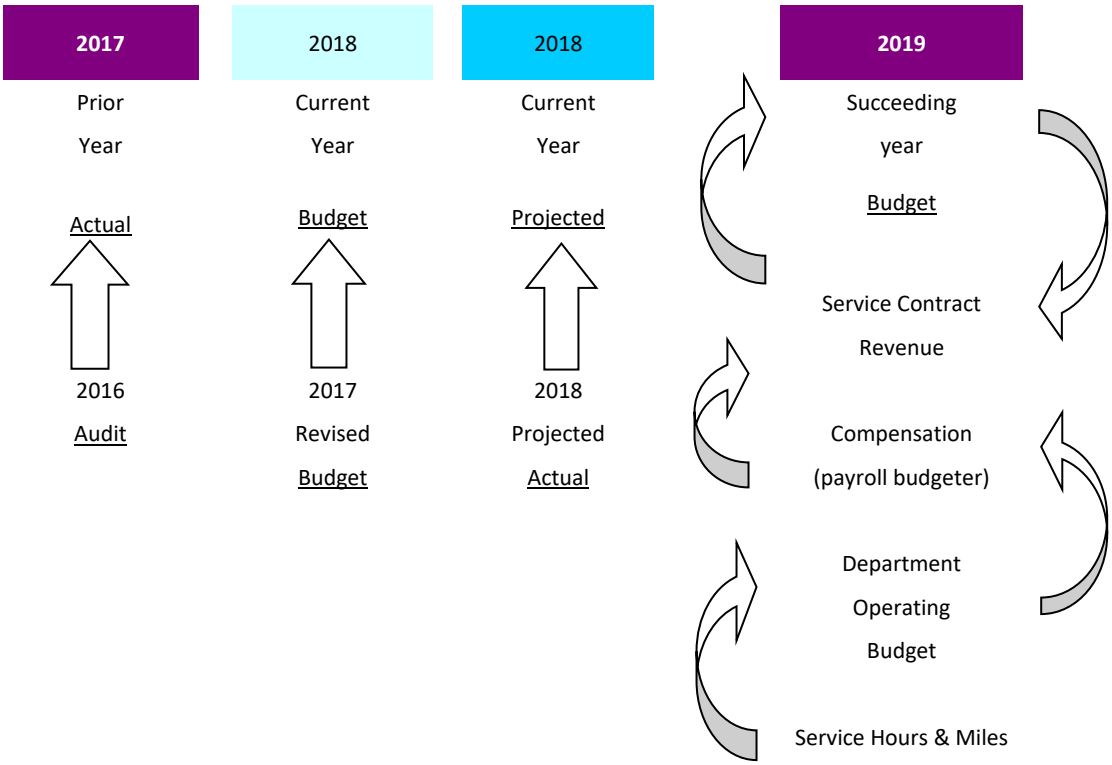
2019 Budget

Budget process continued…

- Month of September
  - Review budget priorities with the Board;
  - Adjust budget based on Board approved priority revisions to prepare a balanced budget;

- Month of October
  - Present draft budget to Board for comment revising budget as necessary;
  - Final review of estimates such as benefits, insurance, etc. adjusting budget as necessary;

- Month of November
  - 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.



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.

2019 Budget

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 31	Local governments not levying a property tax must adopt the budget on or before this date; governing body must enact a resolution or ordinance to appropriate funds for the ensuing fiscal year. 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 budget year. (C.R.S 29-1-108(4))
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.

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.

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

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.

2017 Major Employers in the Area

	Employer	Type of Business	Number of Employees
1	Aspen Skiing Company/Little Nell Hotel	Ski resorts	3,800
2	Valley View Hospital	Healthcare	859
3	Grand River Health	Healthcare	520
4	Grand River Hospital District	Healthcare	440
5	Roaring Fork Transportation Authority	Government/Transportation	351
6	St. Regis Aspen Resort	Resort	350
7	Colorado West Regional Mental Health	Healthcare	350
8	City of Aspen	Government	322
9	Pitkin County	Government	303
10	Aspen Valley Hospital	Healthcare	300
11	Valley View Hospital Professional Billing	Healthcare	300
12	Colorado Mountain College	Colleges	300
13	Viceroy Snowmass Resort	Resort	300
14	Wal-Mart Supercenter	Retail	261
15	Hotel Jerome	Resort	250

Source: Pitkin County and Garfield County

History of Retail Sales within RFTA Member Jurisdictions. The following table sets forth taxable retail sales figures with respect to each of the current member jurisdictions of RFTA for the past five calendar years, as reported by the Colorado Department of Revenue (except as otherwise noted). RFTA did not impose the Sales and Use Tax at its present level or, in some cases, at all within such member jurisdictions during such period. Such data is provided solely for the purpose of demonstrating retail sales trends in such areas.

Historical Taxable Retail Sales

Year	Carbondale	Glenwood Springs	New Castle	Basalt	Aspen
2007	$124,849,934	$571,432,704	$32,472,106	$128,321,419	$471,542,391
2008	133,400,429	554,745,242	41,724,651	122,584,681	471,217,397
2009	89,172,813	429,046,343	31,886,683	93,151,138	396,028,040
2010	82,524,183	416,944,767	30,483,665	91,872,499	398,101,811
2011	80,665,678	419,179,376	35,735,067	93,206,803	441,912,946
2012	85,356,096	442,612,871	29,264,750	93,548,212	468,136,317
2013	90,827,921	473,001,110	27,032,686	105,063,266	498,642,820
2014	97,694,628	528,017,258	27,358,528	115,936,304	553,061,909
2015	106,106,018	589,397,745	29,243,806	130,636,721	601,887,090
2016	N/A	N/A	N/A	N/A	N/A
2017	N/A	N/A	N/A	N/A	N/A

Year	Snowmass Village	Unincorporated Pitkin County	Unincorporated Eagle County [1]
2007	$100,691,258	$99,408,299	$17,104,500
2008	99,043,140	98,709,978	19,351,000
2009	87,958,026	68,360,489	11,629,000
2010	89,099,917	82,982,617	12,608,000
2011	98,539,322	98,611,309	13,244,000
2012	93,027,416	94,509,112	14,471,500
2013	117,370,724	98,725,806	15,300,500
2014	127,608,553	110,287,701	14,788,000
2015	138,348,490	115,302,078	15,321,000
2016	N/A	N/A	16,252,000
2017	N/A	N/A	21,968,000

[1] Taxable retail sales data for Unincorporated Eagle County (including election precincts 7, 8, 24 and 25 only) was derived by RFTA based upon amounts received in connection with RFTA's imposition of a Sales and Use Tax in such areas, which was first imposed effective January 1, 2005. Such amounts are unaudited.

Source: State of Colorado, Department of Revenue, Sales Tax Statistics, 2007-2015; 2016 and 2017 Sales Tax Figures were not available at the time of filing

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.

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. Its operation includes Aspen Mountain, Buttermilk, Snowmass and Aspen Highlands. The following table summarizes skier visits to the four ski areas in Pitkin County for the 2007-2008 through the 2014-2015 ski seasons.

Annual Pitkin County Skier Visits 2007-2008 through 2016-2017[1]

Ski Season	Aspen Highlands	Aspen Mountain	Buttermilk	Snowmass	Grand Total	Percentage Change
2007-2008	211,635	332,981	154,926	771,455	1,470,997	--
2008-2009	183,710	284,781	120,084	694,773	1,283,348	(12.8)%
2009-2010	174,947	294,439	143,115	725,709	1,338,210	4.3
2010-2011	199,567	291,904	131,995	737,066	1,360,532	1.7
2011-2012	161,984	295,749	146,577	731,786	1,336,096	(1.8)
2012-2013[2]	N/A	N/A	N/A	N/A	1,375,513	3.0
2013-2014[3]	N/A	N/A	N/A	N/A	1,348,003	(2.0)
2014-2015[3]	N/A	N/A	N/A	N/A	1,307,563	(3.0)
2015-2016[3]	N/A	N/A	N/A	N/A	1,346,790	3.0
2016-2017[3]	N/A	N/A	N/A	N/A	1,357,294	0.8

[1] A skier day is a lift ticket issued to a child or adult for a full or half day of skiing.
[2] Skier days per mountain were not available.
[3] Aspen Skiing Company only releases percentage increase from previous year.

Source: Pitkin County

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 Peak hiking area by commuter transit services. Additionally, the Authority owns and maintains a multi-purpose pedestrian, equestrian and bike trail located in the Roaring Fork Valley.

Aspen and the Maroon Bells Peak
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 owned by the Aspen Ski Company. These four mountains combine to provide over 5,300 acres of terrain and boundless dining and nightlife for visitors and locals.

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.

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	Steve Skadron	Ann Mullins
City of Glenwood Springs	Michael Gamba	Jim Ingraham
Eagle County	Jeanne McQueeney	Kathy Chandler-Henry
Pitkin County	George Newman	Greg Poschman
Town of Basalt	Jacque Whitsitt	Jennifer Riffle
Town of Carbondale	Dan Richardson	Ben Bohmfalk
Town of New Castle	Art Riddile	Scott Owens
Town of Snowmass Village	Markey Butler	Alyssa Shenk

Transit service area map:

Transit Services

Valley Services

- Highway 82 Corridor: RFTA operates a commuter bus system serving Glenwood Springs, Carbondale, El Jebel, Basalt, Snowmass Village and Aspen. Bus Rapid Transit Service between Glenwood Springs and Aspen is available every 10 minutes during normal commuting times (4:50 am - 9:00 am and 2:00 pm - 6:00 pm), every 15 minutes outside of normal commuting times, and every hour after 7:15 pm – 12:45pm. Local service between Glenwood Springs and Aspen is available every 30 minutes between 4:00 am – 2:15am.

Grand Hogback

- RFTA operates the Grand Hogback commuter bus service in the I-70 corridor from 5:15 a.m. until 6:30 p.m., seven days per week. There are nine eastbound and seven westbound revenue service trips each day and five round trips on the weekend. This service was implemented in April of 2002.

Service Contracts

- Aspen Skiing Company Skier Shuttles: Skier shuttles connect all four ski mountains with buses running approximately every 15 minutes between the hours of 8:00 a.m. and 4:45 p.m. from Thanksgiving to Easter. These services are paid for by the Aspen Skiing Company and are free to the public. Beginning in 2008/2009 winter season, these services were integrated into the Aspen/ Snowmass Direct service.
- Ride Glenwood Springs: RFTA operates buses. The service operates on half-hour frequencies most of the day between the Roaring Fork Market Place, West Glenwood Mall, and the Meadows commercial development. Hours of operation are from 5:53 a.m. until 9:53 p.m., daily.
- City of Aspen:
  - Fixed Routes: There are three fixed routes within the City of Aspen that are: Cemetery Lane, Castle Maroon, and Hunter Creek. These routes serve residential neighborhoods adjoining downtown Aspen. These services are paid for by the City of Aspen and are free to the user. These services operate from 6:30 a.m. until 2:00 a.m. during the 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 the winter and summer and from 7:00 a.m. until 2:00 a.m. during the spring and fall seasons.
  - Maroon Creek Road Service: This service provides direct service between Rubey Park in downtown Aspen and the Highlands Base Village. This service operates in the winter and summer only and is paid for by the City of 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 town. Service typically begins at 8:15 a.m. and ends at 5:15 p.m. daily during the winter. This service is free to the public.

Planned RFTA Transit Services, City of Aspen continued…

- 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 7:30 a.m. to 11:00 p.m. during the summer. This service is free to the public.
- Aspen Music Festival Service: During the summer RFTA operates shuttle service for the Aspen Music Festival. Shuttle services to and from the Music School campus, the Music Tent, are provided. This service is free to the public.
- The Burlingame/Westside service was implemented in 2007 and it operates from 6:00 a.m. until 2:00 a.m. during the winter season, with half-hour service during peak commuting hours, and hourly service during the off-peak hours. The rest of the year, the service operates on half-hour frequencies from 6:00 a.m. until 9:00 a.m., and from 3:00 p.m. until 6:00 pm.

- The Garfield County Communities Service (GCCS) Van: This service is a vital link to the GCCS Programs, Meals-on-Wheels program, Information and Referral services, outreach services, doctor appointments, shopping and social outings. The Van operates from 8:00 a.m. until 4:30 p.m., Mondays through Fridays. The service is free; however, donations are accepted.

Miscellaneous Services:

- Burlingame Service: This summer shuttle service is funded by the Music Associates of Aspen and provides transportation for music students between Burlingame housing development, the Music School campus on Castle Creek Road, and the Music Tent in the West end of Aspen.
- Maroon Bells Bus Tour: From mid-June to the end of September each year, RFTA operates the Maroon Bells Bus 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.
- The Senior Van: This service 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, Tuesdays, Wednesdays, and Fridays. The service is free.
- Americans with Disabilities Act (ADA) Service: Federally mandated ADA service is provided to disabled passengers within the City of 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 the City of 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 Springs! Service and the Glenwood Traveler.

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.

Example of a calculation of cost factors:

Cost Category	Budgeted cost	RFTA Est. Hours	RFTA Est. Miles	Direct Cost factor
Total Fixed Cost	$13,523,921	315,553	N/A	$42.86
Total Direct Hourly Costs	$11,940,000	315,553	N/A	$37.84
Total Direct Mileage Costs	$8,282,999	N/A	5,238,285	$1.58
Total	**$33,746,920**			

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.

2019 Budget

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2019 Budget

Appendix I

Detailed General Ledger

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

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
12	**REVENUES**												
13													
14	**Sales and Use Tax:**												
15	Pitkin 0.5% transit tax dedicated to RTA	4,341,932	4,541,000		4,614,000		**4,799,000**		258,000	5.7%		185,000	4.0%
16	Pitkin 1% transit tax dedicated to RTA	4,511,404	4,711,000		4,793,000		**5,010,000**		299,000	6.3%		217,000	4.5%
17	Sales tax withheld	598,969	625,000		625,000		**625,000**		-	0.0%		-	0.0%
18	Pitkin 0.4% RTA Tax	498,398	545,000		530,000		**551,000**		6,000	1.1%		21,000	4.0%
19	Aspen 0.4% RTA Tax	2,798,427	2,920,000		2,972,000		**3,076,000**		156,000	5.3%		104,000	3.5%
20	Snowmass Village 0.4% RTA Tax	608,031	632,000		640,000		**659,000**		27,000	4.3%		19,000	3.0%
21	Basalt 0.8% RTA Tax	984,428	1,022,000		1,005,000		**1,040,000**		18,000	1.8%		35,000	3.5%
22	Carbondale 1.0% RTA Tax	940,289	981,000		1,009,000		**1,039,000**		58,000	5.9%		30,000	3.0%
23	New Castle 0.8% RTA Tax	206,726	207,000		213,000		**217,000**		10,000	4.8%		4,000	1.9%
24	Glenwood Springs 1.0% RTA tax	3,955,332	4,033,000		4,035,000		**4,116,000**		83,000	2.1%		81,000	2.0%
25	Eagle County 90% tax - transit	470,054	430,000		470,000		**479,000**		49,000	11.4%		9,000	1.9%
26	Eagle County RTA 0.6% Tax	131,810	137,000		117,000		**119,000**		(18,000)	-13.1%		2,000	1.7%
27	Unidentified Sales Tax	1,477	8,000		-		**-**		(8,000)	-100.0%		-	0.0%
28	Vehicle Sales Tax	850,579	790,000		785,000		**758,000**		(32,000)	-4.1%		(27,000)	-3.4%
29	**Subtotal Sales Tax**	**20,897,855**	**21,582,000**		**21,808,000**		**22,488,000**		**906,000**	**4.2%**		**680,000**	**3.1%**
30	Use Tax	1,202,517	929,000		1,061,000		**748,000**		(181,000)	-19.5%		(313,000)	-29.5%
31	**Sales and Use Tax Total**	**22,100,371**	**22,511,000**		**22,869,000**		**23,236,000**		**725,000**	**3.2%**		**367,000**	**1.6%**
32													
33	**Fees:**												
35	Corridor licenses & leases	53,503	50,000		50,000		**50,000**		-	0.0%		-	0.0%
37	**Fees Total**	**53,503**	**50,000**		**50,000**		**50,000**		**0**	**0.0%**		**-**	**0.0%**
52	**Grants:**												
53	FTA Section 5311 Operating Grant	1,014,550	1,014,370		1,014,370		**1,115,810**		101,440	10.0%		101,440	10.0%
54	CDOT FASTER Operating Grant	200,000	200,000		200,000		**200,000**		-	0.0%		-	0.0%
55	**Subtotal Grants - Operating**	**1,214,550**	**1,214,370**		**1,214,370**		**1,315,810**		**101,440**	**8.4%**		**101,440**	**8.4%**
56	CDOT SB228 Grant - 2 Buses Electric	-	1,404,000				**-**		(1,404,000)	-100.0%		-	0.0%
58	CDOT Faster Grant 3 Buses Electric	-	2,154,000				**-**		(2,154,000)	-100.0%		-	0.0%
61	FTA Section 5339 LoNo Grant - 1 Bus Electric	-	715,531				**-**		(715,531)	-100.0%		-	0.0%
62	FTA Section 5339(b) -4 Diesel Buses	-	-		-		**2,231,500**		2,231,500	0.0%		2,231,500	0.0%
69	FTA Section 5304 Grant - Regional Travel Patterns Study	100,000	-		-		**-**		-	0.0%		-	0.0%
75	GCFMLD Grt- CNG Traveler Van	-	80,500		80,500		**-**		(80,500)	-100.0%		(80,500)	-100.0%
83	CDOT Fstr Gt-GMF Exp/WGWS PnR	600,000	-		-		**-**		-	0.0%		-	0.0%
84	FHWA RTPGrt-RGT Surface/S Pjt	177,429	6,224		6,224		**-**		(6,224)	-100.0%		(6,224)	0.0%
92	CDOT FASTER Grant 1 - Transit Bus Repl.	-	500,000		500,000		**-**		(500,000)	-100.0%		(500,000)	0.0%
93	CDOT FASTER Grant 2 - Transit Bus Repl.	-	450,000		450,000		**-**		(450,000)	-100.0%		(450,000)	0.0%
94	FTA 5311 Capital Grant - Commuter Coach Repl.	500,000	-				**-**		-	0.0%		-	0.0%
97	**Subtotal Grants - Non-Operating**	**1,377,429**	**5,310,255**		**1,036,724**		**2,231,500**		**(3,078,755)**	**-58.0%**		**1,194,776**	**115.2%**
98	**Grants Total**	**2,591,979**	**6,524,625**		**2,251,094**		**3,547,310**		**(2,977,315)**	**-45.6%**		**1,296,216**	**57.6%**
99												(101,440)	
100	**Operating Revenues**												
103	Other Service / Maroon Bells	639,779	672,000		748,800		**749,000**		77,000	11.5%		200	0.0%
104	**Regional Service**						**-**						
105	Stored Value Pass Sales	2,026,925	2,110,000		2,020,000		**2,060,000**		(50,000)	-2.4%		40,000	2.0%
107	Zone Passes	1,010,859	1,034,000		1,102,000		**1,124,000**		90,000	8.7%		22,000	2.0%
108	30 Day Zone Pass Sales - Adult	475,068	468,000		519,973		**530,000**		62,000	13.2%		10,027	1.9%
109	Monthly Pass Sales - Child	2,173	5,000		2,378		**2,000**		(3,000)	-60.0%		(378)	-15.9%
110	Grand Hogback	14,432	27,000		15,796		**16,000**		(11,000)	-40.7%		204	1.3%
111	One Ride / Miscellaneous Passes	7,230	7,000		7,000		**7,000**		-	0.0%		-	0.0%
112	Cash Fares	620,112	661,000		605,000		**617,000**		(44,000)	-6.7%		12,000	2.0%
113	Subtotal Regional Service	4,156,799	4,312,000		4,272,148		**4,356,000**		44,000	1.0%		83,852	2.0%
114	**Other Operating Revenue**												
116	Advertising Sales Revenue	56,597	37,000		45,250		**46,000**		9,000	24.3%		750	1.7%
119	**Operating Revenues Total**	**4,853,174**	**5,021,000**		**5,066,198**		**5,151,000**		**130,000**	**2.6%**		**84,802**	**1.7%**
120													
121	**Other Governmental Contributions**												
122	City of Rifle	20,000	20,000		20,000		**20,000**		-	0.0%		-	0.0%
123	EOTC, Elected Official Transportation Com.	615,726	942,191		944,956		**1,078,980**		136,789	14.5%		134,024	14.2%
124	Garfield County - Travelers admin	40,000	40,000		40,000		**40,000**		-	0.0%		-	0.0%
125	Garfield County - Service	703,000	731,000		731,000		**760,240**		29,240	4.0%		29,240	4.0%
126	**Subtotal Gov't Contributions - Operating**	**1,378,726**	**1,733,191**		**1,735,956**		**1,899,220**		**166,029**	**9.6%**		**163,264**	**9.4%**
129	EOTC - ASC Upper Valley Study	254,869	-		-		**-**		-	0.0%		-	0.0%
130	EOTC, Elected Official Transportation Com.-Electric Buses	-	500,000		-		**-**		(500,000)	-100.0%		-	0.0%
132	Town of Basalt reimbursement	211,342	-		-		**-**		-	0.0%		-	0.0%
136	City of Aspen – Local Match for Electric Buses	-	1,841,235		-		**-**		(1,841,235)	-100.0%		-	0.0%
143	GWS Reimb-Wye Appraisal	5,320	-		-		**-**		-	0.0%		-	0.0%
145	GWS Deposit for 8th Street Easement	-	534,725		-		**-**		(534,725)	-100.0%		-	0.0%
147	COA contribution for Wiring Harness	-	28,000		-		**-**		(28,000)	-100.0%		-	0.0%
153	Pitkin County Reimb. - Emma Bridge	-	-		-		**146,000**		146,000	0.0%		146,000	0.0%
154	**Subtotal Gov't Contributions - Non-Operating**	**471,531**	**2,903,960**		**-**		**146,000**		**(2,903,960)**	**-100.0%**		**-**	**0.0%**
155	**Other Gov'l Contribution Total**	**1,850,257**	**4,637,151**		**1,735,956**		**2,045,220**		**(2,591,931)**	**-55.9%**		**309,264**	**17.8%**
156													
157	**Housing Revenues**												
158	Carbondale Rental Income	60,780	61,000		55,400		**65,000**		4,000	6.6%		9,600	17.3%
160	Parker House	151,960	147,000		140,000		**144,000**		(3,000)	-2.0%		4,000	2.9%
161	Burlingame Rental Income	111,171	96,000		118,503		**123,000**		27,000	28.1%		4,497	3.8%
162	New Castle Rental Income	12,791	14,300		2,417		**-**		(14,300)	-100.0%		(2,417)	-100.0%
163	Aspen Ski Co Rental Income	30,689	35,000		30,000		**40,000**		5,000	14.3%		10,000	33.3%
164	**Housing Rental Revenue Total**	**371,986**	**353,300**		**346,320**		**372,000**		**18,700**	**5.3%**		**25,680**	**7.4%**
165	**Miscellanous Revenues**												
168	Verizon Tower Fees	12,342	12,000		12,000		**12,000**		-	0.0%		-	0.0%
174	Miscellaneous Revenue / Reimbursement	92,475	80,000		30,000		**30,000**		(50,000)	-62.5%		-	0.0%
175	Series 2010A BABs credit revenue	56,473	56,140		56,140		**56,800**		660	1.2%		660	1.2%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
177	**Miscellaneous Rev Total**	**161,290**	**148,140**		**98,140**		**98,800**		**(49,340)**	**-33.3%**		**660**	**0.7%**
178	**Total Housing and Misc Revenue**	**533,276**	**501,440**		**444,460**		**470,800**		**(30,640)**	**-6.1%**		**26,340**	**5.9%**
179													
180	**Other Income**												
183	Interest / Investment Income	259	60,000		300		**300**		(59,700)	-99.5%		-	0.0%
186	CDOR Sales/Use Tax interest	6,572	-		20,726		**20,000**		20,000	0.0%		(726)	-3.5%
188	ColoTrust Investment Int Acct	121,616	127,000		262,506		**263,200**		136,200	107.2%		694	0.3%
191	**Other Inc Total**	**128,447**	**187,000**		**283,532**		**283,500**		**96,500**	**51.6%**		**(32)**	**0.0%**
194													
195	**TOTAL GENERAL FUND REVENUES**	**32,111,008**	**39,432,216**		**32,700,240**		**34,783,830**		**(4,648,386)**	**-11.8%**		**2,083,590**	**6.4%**
196													
197	**Other Financing Sources**												
199	Proceeds from Capital Lease	31,861	150,000		138,885		**155,000**		5,000	3.3%		16,115	11.6%
209	Transfer in AMF CPF	157,933	5,730		-		**-**		(5,730)	-100.0%		-	0.0%
212	**Other Financing Sources Total**	**189,794**	**155,730**		**138,885**		**155,000**		**(730)**	**-0.5%**		**16,115**	**11.6%**
217	**TOTAL GENERAL FUND REVENUES & OTHER FINANCING SOURCES**	**32,300,802**	**39,587,946**		**32,839,125**		**34,938,830**		**(4,649,116)**	**-11.7%**		**2,099,705**	**6.4%**
218													
220	**EXPENDITURES**												
221													
222	**Fuel**												
223	Transit Diesel Fuel	1,303,290	1,270,500		1,285,000		**1,661,104**		390,604	30.7%		376,104	29.3%
224	Transit Unleaded Fuel	64,214	114,500		65,000		**85,000**		(29,500)	-25.8%		20,000	30.8%
225	**Transit CNG Fuel**												
226	Transit Compressed Natural Gas	418,785	450,000		450,000		**451,600**		1,600	0.4%		1,600	0.4%
227	Transit Compressed Natural Gas (Traveler's Contra)	(10,809)	(14,000)		(14,000)		**(13,000)**		1,000	-7.1%		1,000	-7.1%
228	CNG Excise Tax Credit	-	-		-		**-**		-	0.0%		0	0.0%
229	Electric - Compressors	41,262	48,000		48,000		**48,000**		0	0.0%		0	0.0%
230	Trillium O&M	239,310	200,000		200,000		**258,600**		58,600	29.3%		58,600	29.3%
231	CNG Monitoring of the GMF	6,550	12,600		12,600		**12,600**		-	0.0%		0	0.0%
232	**Subtotal Transit fuel**	**2,062,603**	**2,081,600**		**2,046,600**		**2,503,904**		**422,304**	**20.3%**		**457,304**	**22.3%**
233	Special Rev contra-Svc Contcts	(713,652)	(647,842)		(639,705)		**(787,753)**		(139,911)	21.6%		(148,048)	23.1%
234	Special Rev contra-GAB	(160,351)	-		0		**0**		0	0.0%		0	0.0%
235	**FUEL NET TOTAL**	**1,188,601**	**1,433,758**		**1,406,895**		**1,716,151**		**282,393**	**19.7%**		**309,256**	**22.0%**
236													
237			**TRANSIT MAINTENANCE**										
238	Compensation Admin Maint Dept	337,618	361,000		358,000		**372,000**		11,000	3.0%		14,000	3.9%
239	Subtotal Trans Maint Admin Salaries	337,618	361,000		358,000		**372,000**		11,000	3.0%		14,000	3.9%
240	**Mechanics Wages**												
241	Salaries Shop Foreman Maint D	422,525	457,500		442,000		**466,000**		8,500	1.9%		24,000	5.4%
242	Salaries Lead Mech Maint D	762,994	813,000		797,000		**872,000**		59,000	7.3%		75,000	9.4%
243	Salaries Transit Tech Maint D	188,457	214,000		208,000		**336,000**		122,000	57.0%		128,000	61.5%
244	Salaries Transit Svc Tech Mnt	597,150	633,500		642,000		**579,200**		(54,300)	-8.6%		(62,800)	-9.8%
245	Salaries Transit Collision & Svc Tech Mnt	57,439	114,000		59,000		**105,000**		(9,000)	-7.9%		46,000	78.0%
246	Subtotal Mechanics Wages	2,028,564	2,232,000		2,148,000		**2,358,200**		126,200	5.7%		210,200	9.8%
247	**Mechanics Other Pay**												
248	Alternative Activity	13,125	13,300		13,300		**15,725**		2,425	18.2%		2,425	18.2%
249	Overtime Pay for Maint Dept	174,599	140,000		222,000		**140,000**		-	0.0%		(82,000)	-36.9%
250	Separation Pay	4,932	10,000		34,000		**10,000**		-	0.0%		(24,000)	-70.6%
251	Vacation Buy Back	796	-		-		**-**		-	0.0%		0	0.0%
252	Tuition Reimbursement	13,000	11,000		11,000		**11,000**		-	0.0%		0	0.0%
253	Other Bonus	18,615	24,152		24,152		**40,000**		15,848	65.6%		15,848	65.6%
260	Shift Pay	104,293	105,000		105,000		**105,000**		-	0.0%		0	0.0%
261	Subtotal Mechanics Other Pay	329,362	303,452		409,452		**321,725**		18,273	6.0%		(87,727)	-21.4%
262	Subtotal Mechanics Wages and Other Pay	2,357,926	2,535,452		2,557,452		**2,679,925**		144,473	5.7%		122,473	4.8%
263	**Service Persons Wages**												
264	CDL Service Worker	427,766	499,500		458,000		**561,000**		61,500	12.3%		103,000	22.5%
265	Non-CDL Service Worker	106,495	137,000		104,200		**51,000**		(86,000)	-62.8%		(53,200)	-51.1%
266	Subtotal Service Persons Wages	534,261	636,500		562,200		**612,000**		(24,500)	-3.8%		49,800	8.9%
274													
275	Fringe Benefits	490,337	529,162		555,000		**569,839**		40,677	7.7%		14,839	2.7%
276	Health Insurance	452,419	469,500		450,000		**487,400**		17,900	3.8%		37,400	8.3%
278	Total Compensation	4,172,560	4,531,614		4,482,652		**4,721,164**		189,550	4.2%		238,512	5.3%
279													
280	**Operating Expenditures**												
281	**Materials and Supplies**												
282	Freight	32,821	35,000		33,211		**35,300**		300	0.9%		2,089	6.3%
284	Materials & Supplies	144,358	150,000		140,079		**148,100**		(1,900)	-1.3%		8,021	5.7%
285	Shop Tools & Equipment	24,404	20,500		27,000		**28,200**		7,700	37.6%		1,200	4.4%
286	Uniforms	12,886	14,000		16,000		**16,100**		2,100	15.0%		100	0.6%
288	**Non Revenue Vehicles**												
289	Vehicle Parts	15,010	15,000		13,819		**14,100**		(900)	-6.0%		281	2.0%
290	Vehicle Tire & Tubes	10,168	13,800		12,562		**13,600**		(200)	-1.4%		1,038	8.3%
291	Vehicle Third Party Repairs	13,743	14,500		13,414		**14,100**		(400)	-2.8%		686	5.1%
292	**Revenue Vehicles**												
293	Bus Parts	935,301	1,105,500		1,041,974		**1,103,000**		(2,500)	-0.2%		61,026	5.9%
294	Bus Tire & Tubes	332,847	354,500		335,268		**352,600**		(1,900)	-0.5%		17,332	5.2%
295	Bus Third Party Repairs	188,307	176,000		260,000		**251,300**		75,300	42.8%		(8,700)	-3.3%
296	Specil Prjt#1-Outfit New Buses	6,102	-		-		**-**		-	0.0%		-	0.0%
297	Special Project#2-Physical Inventory Adjustment	23,609	-		3,081		**-**		-	0.0%		(3,081)	-100.0%
298	**Accidents**												
300	Accident Bus Parts	20,523	21,965		21,965		**22,200**		235	1.1%		235	1.1%
301	Accident Vehicle Parts	2,836	3,035		3,035		**3,150**		115	3.8%		115	3.8%
302	Accident Materials & Supplies	9,073	5,000		5,000		**5,100**		100	2.0%		100	2.0%
303	Accident Third Party Repairs	14,877	74,000		45,000		**78,600**		4,600	6.2%		33,600	74.7%
304	Accident Towing	-	2,000		5,000		**2,050**		50	2.5%		(2,950)	-59.0%

	E	H	I	L	AD	AH	AI	AN	AO
3			-						
4						2019 Budget		2019 Budget	
5			2018	2018	2019	to 2018		to 2018	
6		2017	Budget	Forecast	Final	Budget comparison		Forecast comparison	
7	Description	Audited	10/2018	as of 9/2018	Budget	$ Dif	% Dif	$ Dif	% Dif
305	Subtotal Materials and Supplies	1,786,863	2,004,800	1,976,408	**2,087,501**	82,701	4.1%	111,093	5.6%
306	**Lubricants**								
308	Maintenance Diesel Fuel	2,986	2,500	2,900	**3,000**	500	20.0%	100	0.3%
309	Maintenance Unleaded Fuel	25,940	30,000	30,000	**30,000**	-	0.0%	-	0.0%
310	Oil, Lubricants, Antifreeze	161,888	167,500	150,000	**160,000**	(7,500)	-4.5%	10,000	0.0%
311	Subtotal Fuel and Lubricants	190,814	200,000	182,900	**193,000**	(7,000)	-3.5%	10,100	5.5%
312	**Other**								
313	Trails Vehicle Repair & Maintenance	26,236	20,000	23,000	**23,000**	3,000	15.0%	-	0.0%
315	Drug & Alcohol Testing	1,841	1,400	1,400	**1,400**	-	0.0%	-	0.0%
316	DOT exams	957	1,500	1,500	**1,500**	-	0.0%	-	0.0%
317	Printing	2,025	4,700	4,700	**4,700**	-	0.0%	-	0.0%
319	Towing	15,225	25,000	25,000	**25,000**	-	0.0%	-	0.0%
320	Cell phone reimbursement	360	500	400	**400**	(100)	-20.0%	-	0.0%
321	Employee Incentives	1,446	4,500	4,500	**4,500**	-	0.0%	-	0.0%
322	Data Processing	62,898	60,000	70,000	**70,000**	10,000	16.7%	-	0.0%
323	Subtotal Other	110,988	117,600	130,500	**130,500**	12,900	11.0%	-	0.0%
324	**Special Projects**								
327	Subtotal Operating Expenditures	2,088,664	2,322,400	2,289,808	**2,411,001**	88,601	3.8%	121,193	5.3%
328	**Travel and Training**								
329	Staff Development / Training	14,642	22,000	22,000	**22,000**	-	0.0%	-	0.0%
330	Travel	8,666	9,500	9,500	**9,500**	-	0.0%	-	0.0%
331	Subtotal Travel and Training	23,307	31,500	31,500	**31,500**	-	0.0%	-	0.0%
332									
333	**TRANSIT MAINTENANCE GROSS TOTAL**	**6,284,531**	**6,885,514**	**6,803,960**	**7,163,665**	**278,151**	**4.0%**	**359,705**	**5.3%**
334	Special Rev contra-Svc Contcts	(1,934,392)	(2,152,473)	(2,126,711)	**(2,253,759)**	(101,286)	4.7%	(127,048)	6.0%
335	Special Rev contra-Traveler's Labor	(22,760)	(37,000)	(28,481)	**(32,000)**	5,000	-13.5%	(3,519)	12.4%
336	Special Rev contra-GAB	(94,798)	-	-	**-**	-	0.0%	0	0.0%
337	**TRANSIT MAINTENANCE NET TOTAL**	**4,232,581**	**4,696,041**	**4,648,767**	**4,877,906**	**181,865**	**3.9%**	**229,138**	**4.9%**
338									
340			**TRANSIT OPERATIONS**						
341	Compensation Admin Operation Dept	475,164	502,000	506,961	**507,000**	5,000	1.0%	39	0.0%
343	Subtotal Admin Salaries	475,164	502,000	506,961	**507,000**	5,000	1.0%	39	0.0%
344	**Operations Wages**								
345	Salaries Payroll Contract Services	-	-	-	**-**	-	0.0%	-	0.0%
346	Salaries Trans Super Ops Dept	791,933	938,000	848,642	**894,000**	(44,000)	-4.7%	45,358	5.3%
347	Salaries Relief Super Ops Dpt	419,573	466,000	400,827	**450,000**	(16,000)	-3.4%	49,173	12.3%
348	Salaries BO3(FTYR) Ops Dpt	6,099,154	6,948,000	6,294,000	**7,386,000**	438,000	6.3%	1,092,000	17.3%
349	Salaries BO2(PTYR) Ops Dpt	89,890	-	147,500	**-**	-	0.0%	(147,500)	-100.0%
350	Salaries BO1(Seas) Ops Dpt	927,632	680,500	578,000	**599,400**	(81,100)	-11.9%	21,400	3.7%
351	Salaries Non CDL Bus Op(FTYR)	41,308	-	2,000	**-**			(2,000)	-100.0%
352	Salaries Non CDL Bus Op(Seasonal)	33,951	-	200,000	**-**			(200,000)	-100.0%
353	Salaries Ops Support Specialist Dpt	161,004	195,000	155,000	**205,000**	10,000	5.1%	50,000	32.3%
354	Subtotal Ops Wages	8,564,445	9,227,500	8,625,969	**9,534,400**	306,900	3.3%	908,431	10.5%
355	**Operations Other Pay**								
356	Alternative Activity	51,216	52,000	46,000	**62,920**	10,920	21.0%	16,920	36.8%
357	Overtime Pay	722,840	475,000	741,000	**600,000**	125,000	26.3%	(141,000)	-19.0%
358	Vacation Buy Back	1,633	-	-	**-**	-	0.0%	-	0.0%
359	Shift Pay	81,862	80,000	80,000	**80,000**	-	0.0%	-	0.0%
360	Seperation Pay	43,516	30,000	88,500	**30,000**	-	0.0%	(58,500)	-66.1%
361	Other Bonuses	117,124	81,699	93,000	**81,699**	-	0.0%	(11,301)	-12.2%
362	Activity Bonus	-	-	500	**500**	500	0.0%	-	0.0%
363	Safety Bonus	35,904	40,000	37,625	**40,000**	-	0.0%	2,375	6.3%
364	End of Season Bonus	50,833	60,000	44,368	**50,000**	(10,000)	-16.7%	5,632	12.7%
367	Referral Bonus	-	2,000	2,000	**2,000**	-	0.0%	-	0.0%
368	Subtotal Ops Other Pay	1,104,928	820,699	1,132,993	**947,119**	126,420	15.4%	(185,874)	-16.4%
369	Fringe Benefits	1,441,537	1,473,204	1,469,400	**1,663,870**	190,666	12.9%	194,470	13.2%
370	Health Insurance	1,430,354	1,457,000	1,658,500	**1,584,000**	127,000	8.7%	(74,500)	-4.5%
372	Subtotal Ops fringe benefits	2,871,891	2,930,204	3,127,900	**3,247,870**	317,666	10.8%	119,970	3.8%
373	Total Compensation	13,016,429	13,480,403	13,393,823	**14,236,389**	755,986	5.6%	842,566	6.3%
374									
375	**Operating Exenditures**								
376	Operating Supplies	6,544	6,000	6,000	**7,000**	1,000	16.7%	1,000	16.7%
377	Misc Expenses	4	-	-	**-**	-	0.0%	-	0.0%
378	One time, third party services	8,685	10,000	10,000	**10,000**	-	0.0%	-	0.0%
380	Drug & Alcohol Testing	11,893	12,000	12,000	**13,000**	1,000	8.3%	1,000	8.3%
381	DOT exams	10,911	7,000	7,000	**7,000**	-	0.0%	-	0.0%
383	Cell phone reimbursement	1,440	2,000	2,000	**2,000**	-	0.0%	-	0.0%
384	Security / Loss Prevention	79,912	125,000	125,000	**125,000**	-	0.0%	-	0.0%
386	Admin Employee Incentives	50	1,000	1,000	**1,000**	-	0.0%	-	0.0%
387	Employee Incentives	498	650	650	**650**	-	0.0%	-	0.0%
388	Subtotal Operating Expenditures	119,937	163,650	163,650	**165,650**	2,000	1.2%	2,000	1.2%
389									
390	**Travel and Training**								
391	Staff Development / Training	2,217	6,500	7,000	**8,250**	1,750	26.9%	1,250	17.9%
392	Travel	4,213	7,500	3,000	**12,000**	4,500	60.0%	9,000	300.0%
393	Subtotal Travel and Training	6,429	14,000	10,000	**20,250**	6,250	44.6%	10,250	102.5%
394									
395	**TRANSIT OPERATIONS GROSS TOTAL**	**13,142,794**	**13,658,053**	**13,567,473**	**14,422,289**	**764,236**	**5.6%**	**854,816**	**6.3%**
396	Special Rev contra-Svc Contcts	(3,972,948)	(4,249,789)	(4,240,780)	**(4,537,394)**	(287,605)	6.8%	(296,613)	7.0%
397	Special Rev contra-GAB	(466,992)	-	-	**0**	0	0.0%	0	0.0%
398	**TRANSIT OPERATIONS NET TOTAL**	**8,702,854**	**9,408,264**	**9,326,693**	**9,884,896**	**476,632**	**5.1%**	**558,203**	**6.0%**
399									
400			**ADMINISTRATION**						
401									
402	**CEO**								
403	Compensation CEO Dept	782,502	891,000	832,800	**992,600**	101,600	11.4%	159,800	19.2%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
404	Alternative Activity	1,750	2,800		2,800		**3,400**		600	21.4%		600	21.4%
405	Overtime Pay	1,504	-		640		**-**		-	0.0%		(640)	-100.0%
406	Bonus	4,212	-		5,520		**-**		-	0.0%		(5,520)	-100.0%
409	Seperation Pay	4,270	-		704		**-**		-	0.0%		(704)	-100.0%
410	Fringe Benefits	118,927	140,000		131,200		**153,000**		13,000	9.3%		21,800	16.6%
411	Health Insurance	96,832	103,000		94,100		**117,800**		14,800	14.4%		23,700	25.2%
412	Subtotal CEO Compensation	1,009,997	1,136,800		1,067,764		**1,266,800**		130,000	11.4%		199,036	18.6%
413	**Operating Expenditures**												
414	One time, third party services	5,496	20,000		25,000		**150,000**		130,000	650.0%		125,000	500.0%
415	Third party meeting expense	401	4,000		1,000		**3,000**		(1,000)	-25.0%		2,000	200.0%
417	We Cycle contribution	35,000	100,000		100,000		**100,000**		-	0.0%		-	0.0%
418	RTCC Contribution	4,000	4,000		4,000		**4,000**		-	0.0%		-	0.0%
420	GCE Contribution	25,000	30,000		30,000		**30,000**		-	0.0%		-	0.0%
421	LoVa Trails Group Contribution	3,500	10,000		10,000		**20,000**		10,000	100.0%		10,000	100.0%
422	Cell phone reimbursement	990	1,200		1,080		**1,200**		-	0.0%		120	11.1%
423	Operating Supplies	2,631	3,000		3,845		**3,500**		500	16.7%		(345)	-9.0%
424	Public Notices	10,455	22,000		20,954		**18,000**		(4,000)	-18.2%		(2,954)	-14.1%
427	S&T safety supplies	6,555	12,000		12,000		**15,700**		3,700	30.8%		3,700	30.8%
430	Dues, Memberships, & Subscriptions	67,453	75,000		68,000		**75,000**		-	0.0%		7,000	10.3%
431	S & T dues and memberships	920	1,000		1,000		**1,200**		200	20.0%		200	20.0%
432	Procurement Dues, Memberships & Subscriptions	1,912	2,000		1,179		**1,500**		(500)	-25.0%		321	27.2%
433	Employee Incentives	10,674	5,346		3,287		**12,000**		6,654	124.5%		8,713	265.1%
434	Subtotal CEO Operating Expenditures	174,987	289,546		281,345		**435,100**		145,554	50.3%		153,755	54.6%
435	**Travel and Training**												
436	S & T Travel	8,787	7,650		6,328		**9,300**		1,650	21.6%		2,972	47.0%
437	S & T Training	2,219	2,350		2,359		**2,400**		50	2.1%		41	1.7%
438	Procurement Travel	10,961	11,000		7,670		**11,700**		700	6.4%		4,030	52.5%
439	Procurement Training	5,332	1,700		1,000		**1,125**		(575)	-33.8%		125	12.5%
440	Staff Development / Training	10,214	2,000		1,674		**2,600**		600	30.0%		926	55.3%
441	Travel /	18,803	15,000		17,460		**13,200**		(1,800)	-12.0%		(4,260)	-24.4%
442	Subtotal Travel and Training	56,315	39,700		36,491		**40,325**		625	1.6%		3,834	10.5%
443													
444	**CEO Gross Totals**	**1,241,299**	**1,466,046**		**1,385,600**		**1,742,225**		**276,179**	**18.8%**		**356,625**	**25.7%**
445	Special Rev contra-Svc Contcts	(413,983)	(456,320)		(433,097)		**(548,121)**		(91,801)	20.1%		(115,025)	26.6%
446	**CEO Net Totals**	**827,316**	**1,009,726**		**952,503**		**1,194,104**		**184,378**	**18.3%**		**241,600**	**25.4%**
447													
448	**Finance**												
449	Compensation Finance Dept	445,828	522,000		522,000		**556,000**		34,000	6.5%		34,000	6.5%
450	Payroll Adjustments	4,520	-		-		**-**		-	0.0%		-	0.0%
451	Alternative Activity	2,100	1,750		1,750		**2,125**		375	21.4%		375	21.4%
452	Overtime Pay	1,896	-		559		**-**		-	0.0%		(559)	-100.0%
454	Other Bonuses	3,240	-		2,155		**-**		-	0.0%		(2,155)	-100.0%
457	Fringe Benefits	62,826	82,000		80,900		**88,319**		6,319	7.7%		7,419	9.2%
458	Health Insurance	60,311	72,500		74,700		**77,500**		5,000	6.9%		2,800	3.7%
459	Subtotal Finance Compensation	580,722	678,250		682,064		**723,944**		45,694	6.7%		41,880	6.1%
460	**Operating Expenditures**												
461	One time, third party services	50	95		95		**3,000**		2,905	3057.9%		2,905	3057.9%
462	Retirement Plan Fees	6,771	13,000		13,000		**13,000**		-	0.0%		-	0.0%
465	Sales & Use Tax Collection Fees	62,625	56,000		62,765		**65,000**		9,000	16.1%		2,235	3.6%
466	SUTA Expense	53,110	53,000		58,000		**56,000**		3,000	5.7%		(2,000)	-3.4%
470	Office Equipment Rental/Repair	60,031	53,000		65,000		**55,000**		2,000	3.8%		(10,000)	-15.4%
471	TOSV Regional Service Contract	313,462	415,859		428,909		**523,170**		107,311	25.8%		94,261	22.0%
473	Postage	2,887	3,200		3,725		**3,750**		550	17.2%		25	0.7%
474	Dues, Memberships, & Subscriptions	3,414	3,350		3,100		**3,100**		(250)	-7.5%		-	0.0%
475	Legislative Contract	50,000	50,000		50,000		**50,000**		-	0.0%		-	0.0%
479	Admin Exp(Pitkin Debt refinancing)	2,044	-		-		**-**		-	0.0%		-	0.0%
480	Subtotal Misc Oerating Expenditures	554,395	647,504		684,594		**772,020**		124,516	19.2%		87,426	12.8%
482	Accounting Contract / Caselle	19,000	17,000		17,000		**17,000**		-	0.0%		-	0.0%
484	Printing - Schedules / Maroon Bells Tickets	53,071	50,000		50,000		**50,000**		-	0.0%		-	0.0%
485	Banking / Credit Card Fees & Services	54,208	60,500		60,500		**60,500**		-	0.0%		-	0.0%
487	Bad Debt Expense	1	-		-		**-**		-	0.0%		-	0.0%
488	Office Supplies	13,350	14,405		14,500		**14,500**		95	0.7%		-	0.0%
489	Kitchen Supplies	17,233	18,000		18,000		**18,000**		-	0.0%		-	0.0%
490	Coffee Reimbursement(Contra)	(7,968)	(8,000)		(8,000)		**(8,000)**		-	0.0%		-	0.0%
491	Employee Incentives	641	2,750		2,750		**3,000**		250	9.1%		250	9.1%
494	Subtotal Operating Expenditures	149,535	154,655		154,750		**155,000**		345	0.2%		250	0.2%
495	**Travel and Training**												
496	Staff Development / Training	5,810	5,000		5,000		**5,000**		-	0.0%		-	0.0%
497	Travel	4,265	4,750		4,750		**5,000**		250	5.3%		250	5.3%
498	Subtotal Travel and Training	10,075	9,750		9,750		**10,000**		250	2.6%		250	2.6%
499													
500	**Finance Gross Totals**	**1,294,728**	**1,490,159**		**1,531,158**		**1,660,964**		**170,805**	**11.5%**		**129,806**	**8.5%**
501	Special Rev contra-Svc Contcts	(422,255)	(462,043)		(478,593)		**(522,555)**		(60,512)	13.1%		(43,962)	9.2%
502	Special Rev contra-GAB	(863)	-		-		**0**		0	0.0%		0	0.0%
503	**Finance Net Totals**	**871,611**	**1,028,116**		**1,052,564**		**1,138,408**		**110,292**	**10.7%**		**85,844**	**8.2%**
504													
505	**Program Dev. & Planning**												
506	Compensation Planning Dept	300,891	324,000		319,600		**336,000**		12,000	3.7%		16,400	5.1%
508	Overtime Pay	69	-				**-**		-	0.0%		-	0.0%
512	Other Bonuses	2,700	-		565		**-**		-	0.0%		(565)	-100.0%
513	Fringe Benefits	47,543	51,000		50,300		**53,000**		2,000	3.9%		2,700	5.4%
515	Health Insurance	40,855	41,000		44,000		**47,500**		6,500	15.9%		3,500	8.0%
517	Subtotal Planning Compensation	392,058	416,000		414,465		**436,500**		20,500	4.9%		22,035	5.3%
518	**Operating Expenditures**												
519	One time, third party services	-	3,000		2,000		**2,000**		(1,000)	-33.3%		-	0.0%
522	Grant Assisstance Services	120	6,500		3,500		**6,500**		-	0.0%		3,000	85.7%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
523	Cell phone reimbursement	360	180		180		-		(180)	-100.0%		(180)	-100.0%
531	Maroon Creek Corridor Study (USFS)		15,000		15,000		-		(15,000)	-100.0%		(15,000)	-100.0%
532	GOCO: Rio Grande ArtWalk	-	10,000		-		-		(10,000)	-100.0%		-	0.0%
534	Operating Supplies	708	750		500		**750**		-	0.0%		250	50.0%
535	Dues, Memberships, & Subscriptions	555	1,500		1,500		**1,500**		-	0.0%		-	0.0%
536	Admin Employee Incentives	-	200		600		**600**		400	200.0%		-	0.0%
538	Subtotal Operating Expenditures	1,743	37,130		23,280		**11,350**		(25,780)	-69.4%		(11,930)	-51.2%
539	**Marketing Expenditures**												
540	Advertising & Promotions	35,977	37,000		37,000		**37,000**		-	0.0%		-	0.0%
541	Transit Program Information	9,647	9,450		10,000		**10,000**		550	5.8%		-	0.0%
542	Trails Program Information	4,196	4,773		4,773		**5,000**		227	4.8%		227	4.8%
543	Trail Event	2,162	5,227		5,227		**5,000**		(227)	-4.3%		(227)	-4.3%
544	Public Notices	17,424	12,000		12,000		**12,000**		-	0.0%		-	0.0%
545	Subtotal Marketing Expenditures	69,405	68,450		69,000		**69,000**		550	0.8%		0	0.0%
546	**Travel and Training**												
547	Staff Development / Training	3,535	2,500		3,000		**2,500**		-	0.0%		(500)	-16.7%
548	Travel	2,473	5,500		6,000		**5,500**		-	0.0%		(500)	-8.3%
549	Staff Development / Training-Marketing	960	2,060		2,060		**1,500**		(560)	-27.2%		(560)	-27.2%
550	Travel -Marketing	1,689	3,290		3,290		**3,500**		210	6.4%		210	6.4%
551	Subtotal Travel and Training	8,657	13,350		14,350		**13,000**		(350)	-2.6%		(1,350)	-9.4%
552													
553	**Program Dev. & Planning Gross Totals**	**471,863**	**534,930**		**521,095**		**529,850**		**(5,080)**	**-0.9%**		**8,755**	**1.7%**
554	Special Rev contra-Svc Contcts	(149,046)	(165,862)		(162,878)		**(166,696)**		(834)	0.5%		(3,818)	2.3%
555	Special Rev contra-GAB	(1,725)	-		-		**0**		0	0.0%		0	0.0%
556	**Program Dev. & Planning Net Totals**	**321,093**	**369,068**		**358,217**		**363,154**		**(5,914)**	**-1.6%**		**4,937**	**1.4%**
557													
593	**Human Resources**												
594	Compensation HR Dept	359,796	371,000		371,700		**391,000**		20,000	5.4%		19,300	5.2%
595	Alternative Activity	-	700		700		**850**		150	21.4%		150	21.4%
596	Overtime Pay	2,860	-		2,860		**-**		-	0.0%		(2,860)	-100.0%
597	Other Bonuses	2,750	2,000		2,000		**2,000**		-	0.0%		-	0.0%
599	Seperation Pay	7,544	-		-		**-**		-	0.0%		-	0.0%
600	Fringe Benefits	55,397	58,500		59,300		**62,000**		3,500	6.0%		2,700	4.6%
601	Health Insurance	54,822	57,000		57,279		**59,600**		2,600	4.6%		2,321	4.1%
602	Subtotal HR Compensation	483,169	489,200		493,839		**515,450**		26,250	5.4%		21,611	4.4%
603	**Insurance**												
604	**Pinnacol**												
605	Pinnacol Premiums	460,879	506,000		506,000		**530,000**		24,000	4.7%		24,000	4.7%
606	Pinnacol Claims	77,957	62,000		124,000		**75,000**		13,000	21.0%		(49,000)	-39.5%
607	Pinnacol Dividend (Contra)	(5,547)	(54,100)		(54,100)		**(60,000)**		(5,900)	10.9%		(5,900)	10.9%
608	**CCMSI**												
609	CCMSI Admin & Management Fees	26,215	30,000		30,000		**32,000**		2,000	6.7%		2,000	6.7%
610	CCMSI Gen Liability Claims	233,853	250,000		250,000		**250,000**		-	0.0%		-	0.0%
611	CCMSI Liability Claims (Reimb-Contra)	(7,821)	(60,600)		(60,600)		**(60,600)**		-	0.0%		-	0.0%
612	CCMSI Liability Claims Small Claims	2,513	10,000		10,000		**12,500**		2,500	25.0%		2,500	25.0%
613	CCMSI Workers' Comp Claims	78,581	65,000		65,000		**65,000**		-	0.0%		-	0.0%
614	CCMSI Workers' Comp Claims (Reimb-Contra)	(82,070)	(65,000)		(65,000)		**(65,000)**		-	0.0%		-	0.0%
615	Subtotal Insurance	784,560	743,300		805,300		**778,900**		35,600	4.8%		(26,400)	-3.3%
616	**Employee Benefits**												
617	Medical Insurance(CHP)	2,808,907	3,057,004		3,057,004		**3,235,454**		178,450	5.8%		178,450	5.8%
618	Medical Insurance(CHP)-Contra	(2,385,595)	(2,609,523)		(2,609,523)		**(2,767,404)**		(157,881)	6.1%		(157,881)	6.1%
619	Medical Ins-Emp Reimb (CHP)	(423,370)	(447,481)		(447,481)		**(468,049)**		(20,568)	4.6%		(20,568)	4.6%
620	Medical Insurance Broker	47,100	49,926		49,926		**49,926**		-	0.0%		-	0.0%
624	Employee Wellness Program	22,844	25,000		25,000		**40,000**		15,000	60.0%		15,000	60.0%
628	**Retirement Plan-Alternative FICA/Social Security**												
629	Alt Fica (Life Insurance, AD&D, LTD)	274,493	311,825		300,000		**345,000**		33,175	10.6%		45,000	15.0%
630	Alt Fica (Life Insurance, AD&D, LTD-Contra)	(221,458)	(236,300)		(236,300)		**(236,300)**		-	0.0%		-	0.0%
635	**STD**						**-**						
637	STD Claims	68,003	25,000		65,000		**65,000**		40,000	160.0%		-	0.0%
638	**Other**						**-**						
639	Rocky Mountain Fund Admin Fees	12,653	14,000		14,000		**15,000**		1,000	7.1%		1,000	7.1%
640	Employee Assistance Program	6,552	11,500		11,500		**12,000**		500	4.3%		500	4.3%
641	H S A Employer Match (HDHP)	78,000	100,000		80,000		**100,000**		-	0.0%		20,000	25.0%
642	Seasonal Health Insurance(HRA)	29,823	-				**-**		-	0.0%		-	0.0%
644	Life Crisis	3,656	10,000		10,000		**10,000**		-	0.0%		-	0.0%
645	**Choice Strategies**						**-**						
646	HRA Deductable Reimb(CS-PPO)	35,103	75,000		70,500		**60,000**		(15,000)	-20.0%		(10,500)	-14.9%
647	FSA Employee Distribution(CS)	146,287	140,000		140,000		**150,000**		10,000	7.1%		10,000	7.1%
648	Healthcare FSA Employer Contribution	(143,244)	(140,000)		(140,000)		**(150,000)**		(10,000)	7.1%		(10,000)	7.1%
649	**Pass Thru Benefits**						**-**						
650	Aflac Vol Insurance-pass thru	162	-		-		**-**		-	0.0%		-	0.0%
651	Voluntary LegalShield Insurance	131	-		-		**-**		-	0.0%		-	0.0%
652	Life Vol Insurance-pass thru	61	-		-		**-**		-	0.0%		-	0.0%
653	Subtotal Benefits	360,107	385,951		389,626		**460,627**		74,676	19.3%		71,001	18.2%
654	**Operating Expenditures**												
656	One time, third party services	9,600	18,000		15,500		**18,500**		500	2.8%		3,000	19.4%
657	Employee Events	36,021	40,050		41,000		**41,000**		950	2.4%		-	0.0%
658	Season Party Alternative pay	49	-		3,000		**3,500**		3,500	0.0%		500	16.7%
659	Professional Services	19,225	16,500		16,500		**28,000**		11,500	69.7%		11,500	69.7%
660	Corporate Insurance Package	418,543	479,041		485,041		**535,000**		55,959	11.7%		49,959	10.3%
661	Corporate Insurance Broker	21,375	29,500		31,500		**35,000**		5,500	18.6%		3,500	11.1%
662	Other Business Insurance	34,292	100,959		101,000		**100,000**		(959)	-0.9%		(1,000)	-1.0%
664	Fit for Duty	10,605	10,000		12,000		**12,000**		2,000	20.0%		-	0.0%
665	Background checks	10,000	15,000		17,663		**40,000**		25,000	166.7%		22,337	126.5%
666	Annual Open Enrollment	2,898	5,200		5,200		**5,200**		-	0.0%		-	0.0%
667	Recruiting	7,436	8,000		8,000		**8,000**		-	0.0%		-	0.0%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
668	Advertising - Jobs	25,109	25,000		25,000		**25,000**		-	0.0%		-	0.0%
669	Operating Supplies	1,691	1,500		1,500		**2,000**		500	33.3%		500	33.3%
671	Dues, Memberships, & Subscriptions	6,067	7,210		7,210		**7,500**		290	4.0%		290	4.0%
672	Admin Employee Incentives	125	4,500		4,500		**4,500**		0	0.0%		0	0.0%
674	Subtotal Operating Expenditures	603,039	760,460		774,614		**865,200**		104,740	13.8%		90,586	11.7%
675	**Travel and Training**												
676	Staff Development / Training	47,774	66,330		16,530		**15,300**		(51,030)	-76.9%		(1,230)	-7.4%
677	RFTA Training	-	-		49,800		**53,300**		53,300	0.0%		3,500	7.0%
678	Travel /	9,374	11,000		11,000		**12,450**		1,450	13.2%		1,450	13.2%
679	Subtotal Travel and Training	57,148	77,330		77,330		**81,050**		3,720	4.8%		3,720	4.8%
680													
681	**Human Resources Gross Totals**	**2,288,024**	**2,456,241**		**2,540,709**		**2,701,227**		**244,986**	**10.0%**		**160,518**	**6.3%**
682	Special Rev contra-Svc Contcts	(758,120)	(761,589)		(794,149)		**(849,832)**		(88,243)	11.6%		(55,684)	7.0%
683	Special Rev contra-GAB	(575)	-		0		**0**		0	0.0%		0	0.0%
684	**Human Resources Net Totals**	**1,529,329**	**1,694,652**		**1,746,560**		**1,851,395**		**156,743**	**9.2%**		**104,834**	**6.0%**
685													
686	**Information Technology**												
687	Compensation IT Dept	758,550	868,500		808,000		**915,000**		46,500	5.4%		107,000	13.2%
688	Alternative Activity	5,650	4,000		4,000		**4,675**		675	16.9%		675	16.9%
689	Overtime	9,374	-		13,000		**-**		-	0.0%		(13,000)	-100.0%
690	Vacation Buy Back	9,487	-		1,416		**-**		-	0.0%		(1,416)	-100.0%
692	Other Bonuses	12,426	1,589		4,000		**-**		(1,589)	-100.0%		(4,000)	-100.0%
693	Separation Pay	2,834	-		5,934		**-**		-	0.0%		(5,934)	-100.0%
695	Fringe Benefits	122,262	133,223		128,229		**144,000**		10,777	8.1%		15,771	12.3%
696	Health Insurance	108,940	121,000		107,713		**126,300**		5,300	4.4%		18,587	17.3%
697	Subtotal Compensation	1,029,524	1,128,312		1,072,292		**1,189,975**		61,663	5.5%		117,683	11.0%
706	**Operating Expenditures**												
707	Professional Services	48,942	55,000		45,000		**45,000**		(10,000)	-18.2%		-	0.0%
709	Email Backup System (IT)	13,925	14,000		14,000		**14,000**		-	0.0%		-	0.0%
710	Inter Facilty Connectivity Service	51,971	75,000		75,000		**75,000**		-	0.0%		-	0.0%
711	Internet connections to bus stations	18,645	25,000		32,000		**32,000**		7,000	28.0%		-	0.0%
713	Internet access to buildings	8,101	7,000		9,000		**9,000**		2,000	28.6%		-	0.0%
715	RFTA Cell phone	41,253	50,000		50,000		**50,000**		-	0.0%		-	0.0%
716	Bus Internet VPN and WiFi	70,626	65,000		75,000		**65,000**		-	0.0%		(10,000)	-13.3%
717	VOIP Phone System	5,445	16,000		15,000		**15,000**		(1,000)	-6.3%		-	0.0%
718	Communication Equipment Repair	13,058	10,000		5,000		**10,000**		-	0.0%		5,000	100.0%
722	Operating Supplies	13,414	10,000		10,000		**10,000**		-	0.0%		-	0.0%
723	Dues, Memberships, & Subscriptions	786	2,000		2,000		**2,000**		-	0.0%		-	0.0%
724	Admin Employee Incentives	273	5,000		5,000		**5,000**		-	0.0%		-	0.0%
725	Data Processing Supplies	59,424	60,000		70,000		**75,000**		15,000	25.0%		5,000	7.1%
726	Scheduling Software Support	73,981	70,000		70,000		**70,000**		-	0.0%		-	0.0%
727	AVL/CAD Software Support	201,397	230,000		230,000		**222,000**		(8,000)	-3.5%		(8,000)	-3.5%
729	Software Renewal for modems and other	-	25,000		25,000		**25,000**		-	0.0%		-	0.0%
730	Genfare Support	-	-		-		**27,500**		27,500	0.0%		27,500	0.0%
731	Subtotal Operating Expenditures	621,241	719,000		732,000		**724,000**		5,000	0.7%		(8,000)	-1.1%
732	**Travel Training:**												
733	Staff Development / Training	5,346	8,000		8,000		**8,000**		-	0.0%		-	0.0%
734	Travel /	1,321	5,000		5,000		**5,000**		-	0.0%		-	0.0%
737	Subtotal Travel and Training	6,667	13,000		13,000		**13,000**		-	0.0%		-	0.0%
743	**Information Technology Gross Totals**	**1,657,433**	**1,860,312**		**1,817,292**		**1,954,475**		**94,163**	**5.1%**		**137,183**	**7.5%**
744	Special Rev contra-Svc Contcts	(534,892)	(576,252)		(568,030)		**(614,897)**		(38,645)	6.7%		(46,867)	8.3%
745	Special Rev contra-GAB	(8,050)	-		-		**0**		0	0.0%		0	0.0%
746	**Information Technology Gross Totals**	**1,114,490**	**1,284,060**		**1,249,262**		**1,339,578**		**55,518**	**4.3%**		**90,316**	**7.2%**
747													
748	**ADMINISTRATION GROSS TOTALS**	**6,953,347**	**7,807,688**		**7,795,854**		**8,588,741**		**781,053**	**10.0%**		**792,887**	**10.2%**
749	**ADMINISTRATION NET TOTALS**	**4,663,839**	**5,385,622**		**5,359,106**		**5,886,639**		**501,017**	**9.3%**		**527,532**	**9.8%**
750													
751	**FACILITIES**												
752	Compensation Facilities Dept	983,089	1,144,000		1,061,000		**1,109,100**		(34,900)	-3.1%		48,100	4.5%
753	Alternative Activity	3,561	2,500		2,500		**3,825**		1,325	53.0%		1,325	53.0%
754	Overtime Pay	68,020	55,000		55,000		**55,000**		-	0.0%		-	0.0%
755	Vacation Buy Back	2,094	-		-		**-**		-	0.0%		-	0.0%
757	Safety Bonus	2,676	5,500		5,500		**5,500**		-	0.0%		-	0.0%
758	Other Bonus	6,242	3,548		3,500		**3,500**		(48)	-1.4%		-	0.0%
759	Attendence Bonus	2,916	5,500		5,500		**5,500**		-	0.0%		-	0.0%
760	Seperation Pay	4,603	5,000		5,000		**5,000**		-	0.0%		-	0.0%
761	Fringe Benefits	164,641	188,077		175,174		**187,036**		(1,041)	-0.6%		11,862	6.8%
762	Health Insurance	157,700	176,000		163,429		**162,100**		(13,900)	-7.9%		(1,329)	-0.8%
764	Subtotal Compensation	1,395,541	1,585,125		1,476,603		**1,536,561**		(48,564)	-3.1%		59,958	4.1%
765	**Operating Expenditures**												
767	One time, third party services	50,080	50,000		50,000		**-**		(50,000)	-100.0%		(50,000)	-100.0%
768	Cell phone reimbursement	3,480	3,500		4,220		**4,250**		750	21.4%		30	0.7%
769	Diesel	273	500		1,250		**1,000**		500	100.0%		(250)	-20.0%
770	Unleaded	23,184	25,000		22,700		**35,000**		10,000	40.0%		12,300	54.2%
771	Uniform Allowance	3,753	5,400		6,200		**6,200**		800	14.8%		-	0.0%
773	Dues, Memberships, & Subscriptions	-	1,000		1,000		**1,000**		-	0.0%		-	0.0%
774	HAZMAT Regulation Compliance	7	600		600		**600**		-	0.0%		-	0.0%
775	HAZMAT Dispoal	42,881	45,000		45,000		**45,000**		-	0.0%		-	0.0%
776	SWAMP Program	660	500		950		**500**		-	0.0%		(450)	-47.4%
778	Building Signs	2,352	4,800		4,800		**5,000**		200	4.2%		200	4.2%
780	Office Supplies	6,740	7,500		7,500		**7,500**		-	0.0%		-	0.0%
781	Office Furniture	16,164	21,000		21,000		**21,000**		-	0.0%		-	0.0%
783	Admin Employee Incentives	1,600	1,800		1,800		**2,000**		200	11.1%		200	11.1%
784	Tools	12,168	12,500		12,500		**12,500**		-	0.0%		-	0.0%
785	Subtotal Operating Expense	163,343	179,100		179,520		**141,550**		(37,550)	-21.0%		(37,970)	-21.2%
786	**Travel and Training**												

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
787	Training/HAZMAT/Safety	-	2,500		-		**2,500**		-	0.0%		2,500	0.0%
788	Staff Development / Training	16,303	14,000		7,000		**14,000**		-	0.0%		7,000	100.0%
789	Travel	10,390	13,000		7,000		**13,000**		-	0.0%		6,000	85.7%
790	Subtotal Travel and Training	26,693	29,500		14,000		**29,500**		0	0.0%		15,500	110.7%
791	**Carbondale Housing - 5plex**												
792	Water/ Sewer	3,336	3,500		3,500		**3,600**		100	2.9%		100	2.9%
793	Natural Gas	2,019	2,400		2,550		**2,700**		300	12.5%		150	5.9%
794	Electric	2,366	2,575		2,575		**2,700**		125	4.9%		125	4.9%
795	Trash Removal	2,003	2,000		2,000		**2,050**		50	2.5%		50	2.5%
796	Landscaping	520	2,500		2,500		**2,500**		-	0.0%		-	0.0%
797	Building Repair and Maintenance	2,924	7,000		7,000		**7,000**		-	0.0%		-	0.0%
798	Service Contracts	931	1,200		1,200		**1,200**		-	0.0%		-	0.0%
799	Rental Expense (Unit Repair & Maintenance)	159	1,500		1,500		**1,500**		-	0.0%		-	0.0%
803	Subtotal Carbondale - 8plex	14,257	22,675		22,825		**23,250**		575	2.5%		425	1.9%
804	**Burlingame Housing**												
805	Rent Expense	197,236	218,000		211,640		**257,624**		39,624	18.2%		45,984	21.7%
806	Rental Expense (Unit Cleaning and Repair)	5,398	5,000		5,000		**5,000**		-	0.0%		-	0.0%
807	Subtotal Burlingame Housing	202,634	223,000		216,640		**262,624**		39,624	17.8%		45,984	21.2%
808	**Aspen Ski Company Housing**												
809	Rent Expense	49,407	46,440		46,440		**63,360**		16,920	36.4%		16,920	36.4%
810	Rental Expense (Admin)	-	1,200		2,100		**1,600**		400	33.3%		(500)	-23.8%
811	Rental Expense (Unit Cleaning and Repair)	2,004	1,800		2,200		**2,400**		600	33.3%		200	9.1%
812	Subtotal Burlingame Housing	51,411	49,440		50,740		**67,360**		17,920	36.2%		16,620	32.8%
813	**New Castle Company Housing**												
814	Rent Expense	(11,335)	14,300		10,626		**-**		(14,300)	-100.0%		(10,626)	-100.0%
815	Rental Expense (Utilities)	644	1,500		275		**-**		(1,500)	-100.0%		(275)	-100.0%
816	Rental Expense (Unit Cleaning and Repair)	2,189	800		2,384		**-**		(800)	-100.0%		(2,384)	-100.0%
817	Subtotal Burlingame Housing	(8,502)	16,600		13,285		**0**		(16,600)	-100.0%		(13,285)	-100.0%
818	**Carbondale Housing - Parker House**												
819	Water/ Sewer	5,497	5,000		5,000		**5,150**		150	3.0%		150	3.0%
820	Natural Gas	4,209	4,000		5,010		**5,160**		1,160	29.0%		150	3.0%
821	Electric	10,242	11,000		10,500		**11,700**		700	6.4%		1,200	11.4%
822	Trash Removal	2,323	2,000		2,500		**2,600**		600	30.0%		100	4.0%
824	Landscaping	2,287	2,500		2,500		**2,500**		-	0.0%		-	0.0%
825	Building Repair and Maintenance	11,396	25,000		25,000		**25,000**		-	0.0%		-	0.0%
826	Rental Expense (Unit Repair & Maintenance)	5,777	2,500		8,000		**6,500**		4,000	160.0%		(1,500)	-18.8%
827	Service Contracts	984	1,200		1,200		**1,200**		-	0.0%		-	0.0%
831	Subtotal Carbondale - Meyer Place	42,715	53,200		59,710		**59,810**		6,610	12.4%		100	0.2%
832	**Rubey Park (RP)**												
833	Janitorial Service and Supplies	106,840	115,000		132,400		**201,500**		86,500	75.2%		69,100	52.2%
834	Service Contracts-RP	1,020	-		113		**400**		400	0.0%		287	254.0%
835	Water/ Sewer	6,074	3,000		3,500		**2,600**		(400)	-13.3%		(900)	-25.7%
836	Natural Gas	8,001	12,500		12,500		**12,750**		250	2.0%		250	2.0%
837	Electricity	4,894	4,000		3,600		**3,750**		(250)	-6.3%		150	4.2%
838	Telephone	4,365	4,400		4,000		**4,200**		(200)	-4.5%		200	5.0%
840	Trash	1,716	1,800		2,600		**2,700**		900	50.0%		100	3.8%
841	Building Repair and Maintenance	4,939	5,000		5,000		**10,000**		5,000	100.0%		5,000	100.0%
843	Subtotal Rubey Park	137,848	145,700		163,713		**237,900**		92,200	63.3%		74,187	45.3%
844	**Aspen Maintenance Facility (AMF)**												
845	Janitorial Service and Supplies	160,774	50,000		70,487		**104,300**		54,300	108.6%		33,813	48.0%
846	Water	22,832	15,000		30,000		**25,377**		10,377	69.2%		(4,623)	-15.4%
847	Natural Gas	44,040	50,000		50,000		**51,500**		1,500	3.0%		1,500	3.0%
849	Electric	77,238	79,000		92,500		**95,000**		16,000	20.3%		2,500	0.0%
850	HCE Bill Credit	(74,004)	(80,000)		(80,000)		**(80,000)**		-	0.0%		-	0.0%
851	Phone	3,580	3,700		3,700		**3,800**		100	2.7%		100	0.1%
852	Trash	12,214	18,200		14,500		**15,000**		(3,200)	-17.6%		500	13.5%
853	Landscaping	1,855	5,100		-		**5,100**		-	0.0%		5,100	35.2%
855	Service Contracts	34,632	24,000		25,000		**25,000**		1,000	4.2%		-	0.0%
856	Equipment Repair and Maint - AMF	2,699	3,000		3,000		**3,000**		-	0.0%		-	0.0%
857	Building Repair and Maintenance	90,355	84,000		84,000		**84,000**		-	0.0%		-	0.0%
862	Subtotal Aspen Maintenance Facility	376,216	252,000		293,187		**332,077**		80,077	31.8%		38,890	13.3%
863	**1340 Main Street Offices (Bunker)**												
864	Janitorial Service and Supplies	14,572	13,400		17,440		**34,700**		21,300	159.0%		17,260	99.0%
865	Water/ Sewer	2,423	2,100		2,660		**2,700**		600	28.6%		40	1.5%
866	Natural Gas	1,908	2,700		2,700		**2,800**		100	3.7%		100	3.7%
867	Electricity	2,655	3,000		3,000		**3,100**		100	3.3%		100	3.3%
868	Telephone	383	400		-		**400**		-	0.0%		400	0.0%
869	Trash	2,409	2,000		3,300		**3,400**		1,400	70.0%		100	3.0%
870	Landscaping	4,206	3,500		3,500		**3,500**		-	0.0%		0	0.0%
871	Service Contracts	2,994	2,500		2,600		**2,700**		200	8.0%		100	3.8%
872	Building Repair and Maintenance	6,503	7,200		7,200		**7,200**		-	0.0%		0	0.0%
874	Subtotal 1340 Main Street Offices	38,054	36,800		42,400		**60,500**		23,700	64.4%		18,100	42.7%
875													
876	**Carbondale Maintenance Facility (CMF)**												
877	Janitorial Service and Supplies	20,683	17,000		17,000		**40,900**		23,900	140.6%		23,900	140.6%
878	Water/ Sewer	1,392	1,200		1,200		**1,250**		50	4.2%		50	4.2%
879	Natural Gas	7,327	9,500		9,500		**9,800**		300	3.2%		300	3.2%
880	Electricity	10,470	11,500		11,500		**12,400**		900	7.8%		900	7.8%
881	Telephone	2,631	2,700		2,700		**2,700**		-	0.0%		-	0.0%
882	Trash	12,900	9,800		16,100		**15,000**		5,200	53.1%		(1,100)	-6.8%
883	Service Contracts	1,780	1,000		1,000		**1,000**		-	0.0%		-	0.0%
884	Equipment Repair and Maintenance	1,713	1,000		1,000		**1,000**		-	0.0%		-	0.0%
885	Building Repair and Maintenance	9,533	16,000		16,000		**16,000**		-	0.0%		-	0.0%
891	Subtotal Carbondale Admin and Trails	68,430	69,700		76,000		**100,050**		30,350	43.5%		24,050	31.6%
892	**Glenwood Maintenance Facility (GMF)**												
893	Water/ Sewer	13,953	14,300		14,300		**14,800**		500	3.5%		500	3.5%

	E	H	I	L	AD	AH	AI	AN	AO
3			-						
4						2019 Budget		2019 Budget	
5			2018	2018	2019	to 2018		to 2018	
6		2017	Budget	Forecast	Final	Budget comparison		Forecast comparison	
7	Description	Audited	10/2018	as of 9/2018	Budget	$ Dif	% Dif	$ Dif	% Dif
894	Natural Gas	43,587	55,000	46,000	**47,400**	(7,600)	-13.8%	1,400	3.0%
895	Electric	48,743	65,000	55,000	**56,700**	(8,300)	-12.8%	1,700	3.1%
896	Phone	2,958	3,000	3,350	**3,500**	500	16.7%	150	4.5%
897	Trash	4,951	6,000	5,100	**5,300**	(701)	-11.7%	200	3.9%
899	Snow Plowing	-	4,500	4,500	**4,500**	-	0.0%	-	0.0%
900	Stabilization Monitoring program	1,908	2,000	2,000	**2,000**	-	0.0%	-	0.0%
901	Equipment Repair and Maintenance - GMF	4,554	1,500	2,300	**2,400**	900	60.0%	100	4.3%
902	Building Repair and Maintenance	65,125	75,000	75,000	**75,000**	-	0.0%	-	0.0%
903	Service Contract	52,183	46,000	46,000	**46,000**	-	0.0%	0	0.0%
904	Janitorial Service and Supplies	64,609	64,000	66,700	**87,300**	23,300	36.4%	20,600	30.9%
905	Building Supplies	-	-	-	**-**	-	0.0%	-	0.0%
906	Subtotal Glenwood Maintenance Facility	302,570	336,300	320,250	**344,899**	8,599	2.6%	24,649	7.7%
907	**1517 Blake Ave**								
908	Rent	24,580	24,750	25,215	**26,000**	1,250	5.1%	785	3.1%
909	Common Area Charges	1,716	2,000	2,000	**2,100**	100	5.0%	100	5.0%
910	Utilities	2,047	2,200	2,300	**2,400**	200	9.1%	100	4.3%
911	Insurance	383	400	432	**500**	100	25.0%	68	15.7%
912	Trash & Recycling	602	700	725	**800**	100	14.3%	75	10.3%
913	IT Intranet	3,700	3,600	3,600	**3,600**	-	0.0%	-	0.0%
914	Copier Lease	1,710	2,100	2,100	**2,100**	-	0.0%	-	0.0%
915	Building Repair and Maintenance	72	500	500	**500**	-	0.0%	-	0.0%
916	Janitorial Service and Supplies	7,149	6,900	6,900	**13,900**	7,000	101.4%	7,000	101.4%
917	Special Revenue(Contra)	(20,979)	(21,475)	(21,886)	**(24,910)**	(3,435)	16.0%	(3,024)	13.8%
921	Subtotal 1517 Blake Ave	20,979	21,675	21,886	**26,990**	5,315	24.5%	5,104	23.3%
922	Subtotal All Facilities	1,246,613	1,227,090	1,280,636	**1,515,460**	288,370	23.5%	234,824	18.3%
932	**FACILITIES GROSS TOTAL**	**2,832,190**	**3,020,815**	**2,950,759**	**3,223,071**	**202,256**	**6.7%**	**272,312**	**9.2%**
933	special revenue contra - service contracts	(867,622)	(936,449)	(922,318)	**(1,014,010)**	-	0.0%	-	0.0%
934	Special Rev contra-GAB	(4,025)	-	-		-	0.0%	-	0.0%
936	**FACILITIES NET TOTAL**	**1,960,543**	**2,084,366**	**2,028,441**	**2,209,061**	**124,695**	**6.0%**	**180,620**	**8.9%**
937									
938			**BOARD OF DIRECTORS**						
948	**Operating Expenditures**								
951	Professional / Legal Services	144,494	160,000	143,700	**160,000**	-	0.0%	16,300	11.3%
962	Subtotal Attorney	144,494	160,000	143,700	**160,000**	0	0.0%	16,300	11.3%
963	**Board of Directors**								
965	Professional Services (Audit)	22,055	23,000	22,717	**24,000**	1,000	4.3%	1,283	5.6%
966	Recording Services	7,312	5,000	3,850	**4,500**	(500)	-10.0%	650	16.9%
968	Meetings & Retreats	4,874	6,000	12,000	**6,500**	500	8.3%	(5,500)	-45.8%
970	Operating Supplies	(162)	300	300	**300**	0	0.0%	-	0.0%
971	Subtotal Board of Directors	34,079	34,300	38,867	**35,300**	1,000	2.9%	(3,567)	-9.2%
972	**ATTORNEY & BOARD OF DIRECTORS GROSS TOTAL**	**178,573**	**194,300**	**182,567**	**195,300**	**1,000**	**0.5%**	**12,733**	**7.0%**
973	Special Rev contra-Svc Contcts	(61,598)	(60,245)	(57,065)	**(61,443)**	2,000	-3.3%	(4,378)	7.7%
974	**ATTORNEY & BOARD OF DIRECTORS NET TOTAL**	**116,975**	**134,055**	**125,502**	**133,857**	**(198)**	**-0.1%**	**8,355**	**6.7%**
975									
976	**GROSS SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES**	**31,454,039**	**33,647,970**	**33,347,213**	**36,096,970**	**2,449,000**	**7.3%**	**2,749,757**	**8.2%**
977	**NET SUBTOTAL TRANSIT OPERATIONAL EXPENDITURES**	**20,865,393**	**23,142,106**	**22,895,405**	**24,708,509**	**1,566,403**	**6.8%**	**1,813,105**	**7.9%**
978									
979	**TRAILS & CORRIDOR MANAGEMENT**								
980			**TRAILS & CORRIDOR MANAGEMENT**						
981	Compensation Trails Dept	102,334	111,000	107,400	**130,000**	19,000	17.1%	22,600	21.0%
983	Alternative Activity	79	-	-	**-**	-	0.0%	-	0.0%
984	Overtime Pay	1,594	-	1,375	**-**	-	0.0%	(1,375)	-100.0%
986	Safety Bonus	124	-	-	**-**	-	0.0%	-	0.0%
987	Attendance Bonus	124	-		**-**	-	0.0%	-	0.0%
988	Other Bonus	82	-	330	**-**	-	0.0%	(330)	-100.0%
991	Fringe Benefits	16,281	17,500	17,171	**18,000**	500	2.9%	829	4.8%
992	Health Insurance	10,110	13,500	10,660	**12,500**	(1,000)	-7.4%	1,840	17.3%
993	Subtotal Compensation	130,728	142,000	136,936	**160,500**	18,500	13.0%	23,564	17.2%
994	**Operating Expenditures**								
995	Professional Services	-	20,000	20,000	**50,000**	30,000	150.0%	30,000	150.0%
998	Dues, Memberships, & Subscriptions	854	1,500	1,500	**1,500**	-	0.0%	-	0.0%
999	Admin Employee Incentives	-	1,000	1,000	**1,000**	-	0.0%	-	0.0%
1000	Uniforms Allowance	793	1,000	1,000	**1,030**	30	3.0%	30	3.0%
1001	Diesel	999	1,000	1,100	**1,100**	100	10.0%	-	0.0%
1002	Unleaded	2,848	3,400	2,500	**2,575**	(825)	-24.3%	75	3.0%
1003	Subtotal Operating Expenditures	5,494	27,900	27,100	**57,205**	29,305	105.0%	30,105	111.1%
1010	**Trail Operating Expense**								
1011	Covenant Enforcement - Purchased Services	5,411	10,000	10,000	**10,000**	-	0.0%	-	0.0%
1013	One time, third party services	7,594	10,000	10,500	**10,500**	500	5.0%	-	0.0%
1014	Rio Grande Trails Restrooms - Maintenance	2,887	4,000	4,000	**4,000**	-	0.0%	-	0.0%
1015	Equipment & Supplies	14,683	15,000	15,000	**15,000**	-	0.0%	-	0.0%
1016	Adopt a Trail Program	356	500	500	**500**	-	0.0%	-	0.0%
1017	Access control Management	8,487	5,000	5,000	**5,000**	-	0.0%	-	0.0%
1018	Rules and Regulation Enforcement	1,013	5,000	5,000	**5,000**	-	0.0%	-	0.0%
1019	Wildlife Monitoring	452	500	500	**500**	-	0.0%	-	0.0%
1021	Trails Vehicle Repair & Maintenance	7,277	4,000	4,000	**4,500**	500	12.5%	500	12.5%
1022	Carbondale Revegetation	1,900	4,500	4,500	**4,600**	100	2.2%	100	2.2%
1023	Cell phone reimbursement	-	720	720	**720**	-	0.0%	-	0.0%
1024	Railroad Corridor Land Management	245,052	200,000	200,000	**200,000**	-	0.0%	-	0.0%
1027	Repair and Maintenance	50,998	100,000	100,000	**100,000**	-	0.0%	-	0.0%
1028	Subtotal Trail Expenditures	346,111	359,220	359,720	**360,320**	1,100	0.3%	600	0.2%
1029	Subtotal Operating Expenditures	351,605	387,120	386,820	**417,525**	30,405	7.9%	30,705	7.9%
1030	**Travel and Training**								
1031	Staff Development / Training	4,466	5,000	2,500	**5,500**	500	10.0%	3,000	120.0%
1032	Travel	2,322	6,000	4,000	**5,500**	(500)	-8.3%	1,500	37.5%
1033	Subtotal Travel and Training	6,788	11,000	6,500	**11,000**	0	0.0%	4,500	69.2%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
1034													
1035	**GROSS SUBTOTAL TRAILS & CORRIDOR MANAGEMENT**	**489,121**	**540,120**		**530,256**		**589,025**		**48,905**	**9.1%**		**58,769**	**11.1%**
1036													
1037	**NET SUBTOTAL TRAILS & CORRIDOR MANAGEMENT**	**489,121**	**540,120**		**530,256**		**589,025**		**48,905**	**9.1%**		**58,769**	**11.1%**
1038													
1039	**GROSS TOTAL DEPARMENTAL EXPENDITURES**	**31,943,160**	**34,188,090**		**33,877,469**		**36,685,995**		**2,497,905**	**7.3%**		**2,808,526**	**8.3%**
1040	**NET TOTAL DEPARMENTAL EXPENDITURES**	**21,354,514**	**23,682,226**		**23,425,661**		**25,297,534**		**1,615,308**	**6.8%**		**1,871,874**	**8.0%**
1045													
1046	**CAPITAL EXPENDITURES**												
1047													
1048			**TRANSIT**										
1049	**Rolling Stock**												
1050	FTA-CDOT 6 Electric Buses	-	8,512,471		-		**-**		(8,512,471)	-100.0%		0	0.0%
1051	Transit Bus Replacements	713,665	1,187,500		1,117,558		**2,789,372**		1,601,872	134.9%		1,671,814	149.6%
1052	MCI Replacement Bus	-	600,000		-		**-**		(600,000)	-100.0%		0	0.0%
1054	RFTA Vans	1,200	-		-		**-**		-	0.0%		0	0.0%
1055	Traveler's Vans	-	138,106		144,418		**-**		(138,106)	-100.0%		(144,418)	-100.0%
1058	3 Optima Buses-TOSV	55,916	-				**-**		-	0.0%		0	0.0%
1061	Rolling Stock Total	770,782	10,438,077		1,261,976		**2,789,372**		(7,648,705)	-73.3%		1,527,396	121.0%
1062	**Other Operations Capital Purchases**												
1063	Vehicle Capital Maint - Truck	-	110,000		110,000		**-**		(110,000)	-100.0%		(110,000)	-100.0%
1064	Vehicle Capital - Operations	31,861	40,000		28,885		**30,000**		(10,000)	-25.0%		1,115	3.9%
1066	Bus Refurbishment	1,140,013	600,000		591,706		**-**		(600,000)	-100.0%		(591,706)	-100.0%
1067	Engine / Transmission rebuilds	257,049	314,000		300,000		**482,000**		168,000	53.5%		182,000	60.7%
1068	Subtotal Transit Capital Purchases	1,428,923	1,064,000		1,030,591		**512,000**		(552,000)	-51.9%		(518,591)	-50.3%
1069	**Miscellaneous Capital**												
1071	Integrated Tranportation System Plan	343,788	358,973		358,973		**-**		(358,973)	-100.0%		(358,973)	-100.0%
1072	ITSP - Financial Consultant	-	110,000		90,000		**-**		(110,000)	-100.0%		(90,000)	-100.0%
1073	Fare Study	-	27,355		27,355		**-**		(27,355)	-100.0%		(27,355)	-100.0%
1074	Public Outreach/Engagement Plan	20,278	199,887		158,000		**-**		(199,887)	-100.0%		(158,000)	-100.0%
1075	Upper Valley Mobility Study	254,869	-		-		**-**		-	0.0%		-	0.0%
1078	Subtotal Miscellaneous Capital	618,934	696,215		634,328		**-**		(696,215)	-100.0%		(634,328)	-100.0%
1079	**Facilities Building Improvments**												
1080	Appraisals	7,400	8,800		8,800		**-**		(8,800)	-100.0%		(8,800)	-100.0%
1085	Facilities Master Plan	8,616	-		-		**-**		-	0.0%		-	0.0%
1088	Design/Planning-GMF Exp	296,539	326,889		326,889		**-**		(326,889)	-100.0%		(326,889)	-100.0%
1090	West Glenwood Park and Ride (Design)	2,083	-		-		**-**		-	0.0%		-	0.0%
1092	WG Construction	58,893	-		-		**-**		-	0.0%		-	0.0%
1093	Sharepoint Software	37,988	-		-		**-**		-	0.0%		-	0.0%
1094	Big Belly Software upgrades	14,456	-		-		**-**		-	0.0%		-	0.0%
1097	GMF Phase I Construction	749,063	-		-		**-**		-	0.0%		-	0.0%
1098	GMF Scissor Lift	15,900	-		-		**-**		-	0.0%		-	0.0%
1099	GMF Water/Oil Separator	-	100,000		100,000		**-**		(100,000)	-100.0%		(100,000)	-100.0%
1100	AMF Fuel Farm Design-Build Planset	-	100,000		100,000		**-**		(100,000)	-100.0%		(100,000)	-100.0%
1101	AMF Roof Improvements	-	75,000		75,000		**-**		(75,000)	-100.0%		(75,000)	-100.0%
1102	Design Stairs to GMF Roof	-	42,165		42,165		**-**		(42,165)	-100.0%		(42,165)	-100.0%
1103	GMF Roof Replacement	-	323,670		323,670		**-**		(323,670)	-100.0%		(323,670)	-100.0%
1104	AMF-Hotsy Salelite	14,272	-		-		**-**		-	0.0%		-	0.0%
1105	Design AMF Electrical Bus Charging	-	20,000		20,000		**-**		(20,000)	-100.0%		(20,000)	-100.0%
1110	Basalt Pedestrian Underpass	56,963	-		-		**-**		-	0.0%		-	0.0%
1115	CMF & AMF Door Replacement	28,247	-		-		**-**		-	0.0%		-	0.0%
1116	AMF Remodel & Upgrades	14,141	-		-		**-**		-	0.0%		-	0.0%
1118	CMF Programming and Design	-	75,000		100,000		**-**		(75,000)	-100.0%		(100,000)	-100.0%
1119	Emergency Fuel Pump Replacement	-	-		-		**-**		-	0.0%		-	0.0%
1120	Design of AMF CNG Monitoring		52,000		52,000		**-**		(52,000)	-100.0%		(52,000)	-100.0%
1121	CMF Racoon Mitigation		60,000		60,000		**-**		(60,000)	-100.0%		(60,000)	-100.0%
1122	AMF Shower Repair Project		29,350		29,350		**-**		(29,350)	-100.0%		(29,350)	-100.0%
1123	Parker House Irrigation & Landscape		10,507		10,507		**-**		(10,507)	-100.0%		(10,507)	-100.0%
1124	Parker House Improvements	56,277	126,050		126,050		**100,000**		(26,050)	-20.7%		(26,050)	-20.7%
1125	Main St Fencing & Irrigation		43,093		43,093		**-**		(43,093)	-100.0%		(43,093)	-100.0%
1126	Housing Locks Replacement	12,262	-				**-**		-	0.0%		-	0.0%
1130	CMF Facilities Office Trailer	-	6,000		3,424		**-**		(6,000)	-100.0%		(3,424)	-100.0%
1132	GMF Project Management	-	-		-		**-**		-	0.0%		-	0.0%
1133	GMF Exterior Stairs	-	-				**125,000**		125,000	0.0%		125,000	0.0%
1134	GMF Refurbish Shop Doors						**35,000**		35,000	0.0%		35,000	0.0%
1135	GMF Storage	-	-				**85,000**		85,000	0.0%		85,000	0.0%
1136	GMF Asphalt Repair & Replacement	-	-				**85,000**		85,000	0.0%		85,000	0.0%
1137	Bunker HVAC system	-	-				**20,000**		20,000	0.0%		20,000	0.0%
1138	AMF Repair floor drain system						**20,000**		20,000	0.0%		20,000	0.0%
1139	Bunker Repair sewer drain line	-	-		-		**15,000**		15,000	0.0%		15,000	0.0%
1140	Subtotal Facilities Building Improvements	1,373,099	1,398,524		1,420,948		**485,000**		(913,524)	-65.3%		(935,948)	-65.9%
1141	**Equipment**	0											
1147	Facilities Maintenance Equipment	-	16,200		16,944		**-**		(16,200)	-100.0%		(16,944)	-100.0%
1155	**Information Technology**												
1156	Transit Asset Maintenance Software	-	-		-		**50,000**		50,000	0.0%		50,000	0.0%
1157	Wiring Harness - COA Cutaway	-	28,000		28,000		**-**		(28,000)	-100.0%		(28,000)	-100.0%
1161	Computers	7,768	5,000		5,000		**5,000**		-	0.0%		-	0.0%
1162	Computers - Lap Top	7,474	12,500		15,000		**15,000**		2,500	20.0%		-	0.0%
1163	Pitco Dispatch and Radio Infrastructure	-	-		-		**26,576**		26,576	0.0%		26,576	0.0%
1164	RideCheck Data Collection Tool	-	150,000		110,000		**-**		(150,000)	-100.0%		(110,000)	-100.0%
1167	CleverWorks	-	-		-		**205,525**		205,525	0.0%		205,525	0.0%
1169	Computer Software	37,573	55,000		55,000		**65,000**		10,000	18.2%		10,000	18.2%
1172	IT Equipment and Upgrades	88,676	55,000		55,000		**50,000**		(5,000)	-9.1%		(5,000)	-9.1%
1174	Server (GMF and CMF)	4,916	20,000		20,000		**20,000**		-	0.0%		-	0.0%
1175	Printers and Scanners	-	2,500		2,500		**2,500**		-	0.0%		-	0.0%
1178	Current year capital from Operating	20,956	-		-		**-**		-	0.0%		-	0.0%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
1179	Subtotal Equipment	167,363	344,200		307,444		**439,601**		95,401	27.7%		132,157	43.0%
1180	**Transit Capital Totals**	**4,359,101**	**13,941,016**		**4,655,287**		**4,225,973**		**(9,715,043)**	**-69.7%**		**(429,314)**	**-9.2%**
1181													
1182	**Trails**												
1184	RGT Soft Surface & Shouldering Project	232,684	21,000		-		**-**		(21,000)	-100.0%		-	0.0%
1185	RGT Bridge Inspection & Design	-	14,000		14,000		**-**		(14,000)	-100.0%		(14,000)	-100.0%
1186	RGT Bridge Construction	-	40,000		40,000		**-**		(40,000)	-100.0%		(40,000)	-100.0%
1187	Trail Corridor Standards	-	34,250		34,250		**-**		(34,250)	-100.0%		(34,250)	-100.0%
1188	Trail Public Outreach	-	22,200		22,200		**-**		(22,200)	-100.0%		(22,200)	-100.0%
1189	Striping Equipment	11,748	-				**-**		-	0.0%		-	0.0%
1191	Tractor and Flail Mower						**75,000**		75,000	0.0%		75,000	0.0%
1192	Wood Chipper						**50,000**		50,000	0.0%		50,000	0.0%
1193	Roaring Fork Bridge Deck						**50,000**		50,000	0.0%		50,000	0.0%
1194	River Connection at Satank						**25,000**		25,000	0.0%		25,000	0.0%
1195	Emma Bridge Rehabilitation						**202,450**		202,450	0.0%		202,450	0.0%
1196	Asphalt Pavement Repair	12,099	89,550		89,550		**250,000**		160,450	179.2%		160,450	179.2%
1198	**Trails Capital Total**	**256,530**	**221,000**		**200,000**		**652,450**		**431,450**	**195.2%**		**452,450**	**226.2%**
1199													
1200	**CAPTIAL EXPENDITURES TOTAL**	**4,615,631**	**14,162,016**		**4,855,287**		**4,878,423**		**(9,283,593)**	**-65.6%**		**23,136**	**0.5%**
1201													
1202	**Grand Total General Fund Gross Expenditures**	**36,558,791**	**48,350,106**		**38,732,756**		**41,564,418**		**(6,785,688)**	**-14.0%**		**2,831,662**	**7.3%**
1203	**Grand Total General Fund Net Expenditures**	**25,970,145**	**37,844,242**		**28,280,948**		**30,175,957**		**(7,668,285)**	**-20.3%**		**1,895,010**	**6.7%**
1204													
1205	**Annual Debt Service**												
1210	2007 Capital Lease - Buses DS Principal	373,516	-		-		**-**		-	0.0%		-	0.0%
1211	2007 Capital Lease - Buses DS Interest	5,348	-		-		**-**		-	0.0%		-	0.0%
1212	2008 Capital Lease - Property DS Principal	107,023	111,817		111,817		**116,826**		5,009	4.5%		5,009	4.5%
1213	2008 Capital Lease - Property DS Interest	65,954	61,160		61,160		**56,151**		(5,009)	-8.2%		(5,009)	-8.2%
1220	2010 - Debt Service Series 2010A Interest	173,032	173,032		173,032		**173,032**		-	0.0%		-	0.0%
1221	2010 - Debt Service Series 2010B Principal	340,000	350,000		350,000		**360,000**		10,000	2.9%		10,000	2.9%
1222	2010 - Debt Service Series 2010B Interest	142,194	133,269		133,269		**122,769**		(10,500)	-7.9%		(10,500)	-7.9%
1225	2011 Capital Lease - 1340 Main St Principal	39,844	41,700		41,700		**43,643**		1,943	4.7%		1,943	4.7%
1226	2011 Capital Lease - 1340 Main St Interest	36,532	34,676		34,676		**32,733**		(1,943)	-5.6%		(1,943)	-5.6%
1239	2014 Capital Lease - 4 Vehicles Principal	35,232	-		-		**-**		-	0.0%		-	0.0%
1240	2014 Capital Lease - 4 Vehicles Interest	2,096	-		-		**-**		-	0.0%		-	0.0%
1241	2015 Lease Purchase - Community Solar Array Princial	43,444	45,929		45,929		**48,557**		2,628	5.7%		2,628	5.7%
1242	2015 Capital Lease - Community Solar Array Interest	76,615	74,130		74,130		**71,502**		(2,628)	-3.5%		(2,628)	-3.5%
1245	2016 Capital Lease - 2 Vehicles Principal	16,797	17,796		17,796		**18,855**		1,059	6.0%		1,059	6.0%
1246	2016 Capital Lease - 2 Vehicles Interest	3,180	2,181		2,181		**1,122**		(1,059)	-48.6%		(1,059)	-48.6%
1247	2016 Capital Lease - 1 Vehicles Principal	6,996	7,412		7,412		**7,853**		441	6.0%		441	6.0%
1248	2016 Capital Lease - 1 Vehicles Interest	1,325	908		908		**467**		(441)	-48.6%		(441)	-48.6%
1249	2016 Capital Lease - 6 Bus DS Principal	333,709	340,003		340,003		**346,416**		6,413	1.9%		6,413	1.9%
1250	2016 Capital Lease - 6 Bus DS Interest	79,668	73,374		73,374		**66,961**		(6,413)	-8.7%		(6,413)	-8.7%
1251	2017 Capital Lease - 1 Vehicles Principal	7,516	7,963		7,963		**8,437**		474	6.0%		474	6.0%
1252	2017 Capital Lease - 1 Vehicles Interest	1,423	976		976		**502**		(474)	-48.6%		(474)	-48.6%
1253	2017 Capital Lease - 1 Vehicles Principal	8,645	7,310		7,310		**7,731**		421	5.8%		421	5.8%
1254	2017 Capital Lease - 1 Vehicles Interest	-	1,335		1,335		**915**		(420)	-31.5%		(420)	-31.5%
1255	2018 Capital Lease - 2 Vehicles Principal	-	28,000		26,530		**19,636**		(8,364)	-29.9%		(6,894)	-26.0%
1256	2018 Capital Lease - 2 Vehicles Interest	-	-		-		**6,113**		6,113	0.0%		6,113	0.0%
1257	2019 Capital Lease - 1 Vehicles Principal	-	-		-		**8,200**		8,200	0.0%		8,200	0.0%
1258	2019 Capital Lease - 2 Equipment Principal	-	-		-		**21,500**		21,500	0.0%		21,500	0.0%
1260	Debt Service Total	**1,900,088**	**1,512,971**		**1,511,501**		**1,539,921**		**26,950**	**1.8%**		**28,420**	**1.9%**
1268	**Total General Fund Gross Expenditure, Reserves and Debt Service**	**38,458,879**	**49,863,077**		**40,244,257**		**43,104,339**		**(6,758,738)**	**-13.6%**		**2,860,082**	**7.1%**
1269	**Total General Fund Net Expenditure, Reserves and Debt Service**	**27,870,233**	**39,357,213**		**29,792,449**		**31,715,878**		**(34,410,090)**	**-87.4%**		**25,559,109**	**85.8%**
1270													
1271	**Other Financing Use**												
1272													
1275	Transfer to Series 2009A DSF	674,266	691,800		670,800		**671,200**		(20,600)	-3.0%		400	0.1%
1276	Transfer to Series 2009B DSF	955,114	963,486		950,985		**950,186**		(13,300)	-1.4%		(799)	-0.1%
1277	Transfer to Series 2012A DSF	386,205	393,480		382,165		**381,664**		(11,816)	-3.0%		(501)	-0.1%
1279	Transfer to Series 2013A DSF	168,704	172,942		168,942		**159,940**		(13,002)	-7.5%		(9,002)	-5.3%
1280	Transfer to Series 2013B DSF	76,600	77,032		74,450		**73,428**		(3,604)	-4.7%		(1,022)	-1.4%
1282	Transfer to Bus Stops/PNR SRF	138,652	310,400		273,301		**396,750**		86,350	27.8%		123,449	45.2%
1283	Transfer to Service Contract SRF (Traveler)	150,999	148,731		114,844		**135,885**		(12,846)	-8.6%		21,041	18.3%
1284	Transfer to Service Contract SRF (GAB)	455,694	-		-		**-**		-	0.0%		-	0.0%
1287	**Total Other Financing Use**	**3,006,234**	**2,757,871**		**2,635,487**		**2,769,053**		**11,182**	**0.4%**		**133,566**	**5.1%**
1290	**General Fund Net Revenue (Gross Expenditures)**	**(9,164,310)**	**(13,033,002)**		**(10,040,619)**		**(10,934,562)**		**2,098,440**	**-16.1%**		**(893,943)**	**8.9%**
1291	**General Fund Net Revenue (Net Expenditures)**	**1,424,336**	**(2,527,138)**		**411,189**		**453,899**		**2,981,037**	**-118.0%**		**42,709**	**10.4%**
1295													
1296	**SPECIAL REVENUE FUND - Service Contracts**												
1298													
1299	REVENUES												
1300	Traveler's Contract	427,900	510,269		510,269		**522,365**		12,096	2.4%		12,096	2.4%
1304	City of GWS Discretionary Grant	30,000	30,000		30,000		**30,000**		0	0.0%		0	0.0%
1308	**Subtotal Traveler**	**457,900**	**540,269**		**540,269**		**552,365**		**12,096**	**2.2%**		**12,096**	**2.2%**
1309													
1311	Aspen Dial-A-Ride	13,732	-		-		**-**		-	0.0%		-	0.0%
1312	Ride GWS Cash Fares	71,983	-		-		**-**		-	0.0%		-	0.0%
1313	Charter Service	138,029	100,000		100,000		**100,000**		-	0.0%		-	0.0%
1314	Glenwood Springs Ped Shuttle	26,049	-		-		**-**		-	0.0%		-	0.0%
1315	EOTC - GAB Transit Mitigation	335,000	-		-		**-**		-	0.0%		-	0.0%
1316	GarCo - GAB Transit Mitigation	25,000	-		-		**-**		-	0.0%		-	0.0%
1318	City of Aspen Contribution	5,732,775	5,778,168		5,836,333		**6,426,726**		648,558	11.2%		590,393	10.1%
1319	City of Aspen Capital	227,767	258,075		262,089		**264,931**		6,856	2.7%		2,842	1.1%
1320	City of Aspen training	-	454,642		410,984		**477,325**		22,683	5.0%		66,341	16.1%

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
1321	Glenwood Springs -Ride GWS	925,732	947,337		914,555		**972,265**		24,928	2.6%		57,710	6.3%
1322	Glenwood Springs Capital	47,246	55,895		54,946		**52,403**		(3,492)	-6.2%		(2,543)	-4.6%
1323	Glenwood Springs training	-	70,956		60,459		**68,041**		(2,915)	-4.1%		7,582	12.5%
1324	Aspen Ski Company	1,963,382	1,962,189		1,963,743		**2,086,572**		124,383	6.3%		122,829	6.3%
1325	Aspen Ski Company Capital	489,723	131,287		123,603		**125,648**		(5,639)	-4.3%		2,045	1.7%
1326	Aspen Ski Company Capital lease	-	372,731		372,731		**435,067**		62,336	16.7%		62,336	16.7%
1327	Aspen Ski Company training	-	141,738		128,039		**141,325**		(413)	-0.3%		13,286	10.4%
1328	MAA / Burlingame	181,961	185,231		185,231		**195,835**		10,604	5.7%		10,604	5.7%
1329	MAA / Burlingame Capital	10,127	10,614		10,614		**10,322**		(292)	-2.7%		(292)	-2.7%
1330					-								
1331	**Service contracts Ski CO, COA and GWS, charter**	**10,188,508**	**10,468,863**		**10,423,327**		**11,356,461**		**887,598**	**8.5%**		**933,134**	**9.0%**
1332													
1333	**Other Financing Sources**												
1334	Transfer in from GF	150,999	148,731		114,844		**135,885**		(12,846)	-8.6%		21,041	18.3%
1335	Transfer in from GF(GAB)	455,694	-		-		**-**		0	0.0%		0	0.0%
1338	**Total revenue and Other Financing Sources**	**11,253,101**	**11,157,863**		**11,078,441**		**12,044,711**		**886,848**	**7.9%**		**966,270**	**8.7%**
1339													
1340	EXPENDITURES												
1341	Compensation Admin Operation	37,453	43,500		44,144		**45,200**		1,700	3.9%		1,056	2.4%
1342	Salaries Supervisor Ops Dpt	71,278	78,000		77,948		**78,000**		-	0.0%		52	0.1%
1343	Salaries Relief Supervisor Ops Dpt	48,516	57,100		56,007		**57,100**		-	0.0%		1,093	2.0%
1345	Salaries BO2(PTYR) Ops Dpt	30,612	-				**-**		-	0.0%		-	0.0%
1346	Salaries NonCDL Bus (FTYR) Ops Dpt	143,412	172,500		139,208		**173,300**		800	0.5%		34,092	24.5%
1347	Salaries NonCDL Bus (PTYR) Ops Dpt	10,700	32,600		44,457		**29,100**		(3,500)	-10.7%		(15,357)	-34.5%
1348	Salaries Mechanics Mtn Dpt	22,760	32,000		28,481		**32,000**		-	0.0%		3,519	12.4%
1349	Alternative Activity	1,750	2,100		2,100		**2,100**		-	0.0%		-	0.0%
1350	Overtime Pay	709	2,100		2,100		**2,550**		450	21.4%		450	21.4%
1351	Bonus Pay	-	-		150		**-**		-	0.0%		(150)	-100.0%
1352	Shift Pay	413	-		-		**-**		-	0.0%		-	0.0%
1354	Fringe Benefits Ops Dept	49,760	56,000		53,801		**58,000**		2,000	3.6%		4,199	7.8%
1355	Health Insurance Ops Dept	65,901	63,000		66,000		**57,600**		(5,400)	-8.6%		(8,400)	-12.7%
1356	**Traveler compensation Total**	483,265	**538,900**		**514,397**		**534,950**		**(3,950)**	**-0.7%**		**20,554**	**4.0%**
1357													
1358	**Admin Operating Expenses**												
1359	Admin Overhead	40,000	40,000		40,000		**40,000**		-	0.0%		-	0.0%
1360	Vehicle Insurance	15,333	22,000		18,148		**24,000**		2,000	9.1%		5,852	32.2%
1361	Office Rental	20,726	22,000		21,683		**23,000**		1,000	0		1,317	0
1362	Telephone/Communications	5,280	8,000		5,942		**8,000**		-	0.0%		2,058	34.6%
1364	Staff Training	-	200		-		**200**		-	0.0%		200	0.0%
1365	Travel	1,182	1,600		1,600		**1,600**		-	0.0%		-	0.0%
1367	Office Supplies	60	500		312		**500**		-	0.0%		188	60.3%
1368	Postage	-	200		200		**200**		-	0.0%		-	0.0%
1370	**Total Admin Operating Expenses**	**82,581**	**94,500**		**87,885**		**97,500**		**3,000**	**3.2%**		**9,615**	**10.9%**
1371													
1372	**Operating Expenses**												
1373	Repairs-Third pty sevices	27,150	35,000		34,218		**30,000**		(5,000)	-14.3%		(4,218)	-12.3%
1374	Drug and Alcohol Testing	332	800		987		**800**		-	0.0%		(187)	-18.9%
1375	DOT Exams	390	800		800		**800**		-	0.0%		-	0.0%
1380	Unleaded Fuel	4,374	6,000		6,562		**6,000**		-	0.0%		(562)	-8.6%
1381	Compressed Natural Gas	10,809	13,000		10,264		**13,000**		-	0.0%		2,736	26.7%
1383	Software Support	-	-		-		**5,200**		5,200	0.0%		5,200	0.0%
1384	**Total Operating Expenses**	**43,054**	**55,600**		**52,831**		**55,800**		**200**	**0.4%**		**2,969**	**5.6%**
1385	**Total Traveler Expenses**	**608,900**	**689,000**		**655,113**		**688,250**		**(1,500)**	**-0.2%**		**33,137**	**5.1%**
1390													
1391	Charter service	-	100,000		100,000		**100,000**		-	0.0%		-	0.0%
1392	Service contracts Ski CO, COA and GWS - Operating	-	8,889,920		8,850,879		**9,580,336**		690,416	7.8%		729,457	8.2%
1394	Service contracts - GAB	160,351	-		-		**-**		-	0.0%		-	0.0%
1395	Service contracts - GAB	655,343	-		-		**-**		-	0.0%		-	0.0%
1396	Service contracts Ski CO, COA and GWS - Fuel	-	647,842		644,997		**787,753**		139,911	21.6%		142,756	22.1%
1397	Service contracts Ski CO, COA and GWS - Capital	-	831,101		827,451		**888,372**		57,271	6.9%		60,921	7.4%
1398	Service contracts - Admin	2,339,893	-		-		**-**		-	0.0%		-	0.0%
1399	Service contracts - Maintenance	1,934,392	-		-		**-**		-	0.0%		-	0.0%
1400	Service contracts - Fuel	713,652	-		-		**-**		-	0.0%		-	0.0%
1401	Service contracts - Operation	3,972,948	-		-		**-**		-	0.0%		-	0.0%
1402	Service contracts - Facilities	867,622	-		-		**-**		-	0.0%		-	0.0%
1403		**10,644,201**	**10,468,863**		**10,423,327**		**11,356,460**		**887,597**	**8.5%**		**933,133**	**9.0%**
1404													
1405	**Total Special Revenue fund - transit Expenditures**	11,253,101	11,157,863		11,078,440		**12,044,710**		886,847	7.9%		966,270	8.7%
1406													
1407	**Special Revenue fund - transit net revenue (exp.)**	**(0)**	**-**		**0**		**0**		**0**	**0.0%**		**(0)**	**-50.3%**
1408													
1409													
1410	**SPECIAL REVENUE FUND - MID VALLEY TRAILS**												
1411													
1412	REVENUES												
1413	Eagle County 10% trails tax	52,229	50,000		60,000		**61,000**		11,000	22.0%		1,000	1.7%
1419	Colo Trust Interest Acct	1,513	-		2,000		**2,000**		2,000	0.0%		0	0.0%
1420	**Total Mid-Valley Trails Revenues**	**53,742**	**50,000**		**62,000**		**63,000**		**13,000**	**26.0%**		**1,000**	**1.6%**
1421													
1422	EXPENDITURES												
1423	**Admin**												
1425	Professional Services	17,010	20,000		20,000		**20,000**		-	0.0%		-	0.0%
1427	Marketing	-	1,000		1,000		**1,000**		-	0.0%		-	0.0%
1429	Public Meetings	-	500		500		**-**		(500)	-100.0%		(500)	-100.0%
1431	Materials & Supplies	-	500		500		**2,500**		2,000	400.0%		2,000	400.0%
1438	**Total Mid-Valley Expenditures**	**17,010**	**22,000**		**22,000**		**23,500**		**1,500**	**6.8%**		**1,500**	**6.8%**

	E	H	I	L	AD	AH	AI	AN	AO
3			-						
4						2019 Budget		2019 Budget	
5			2018	2018	2019	to 2018		to 2018	
6		2017	Budget	Forecast	Final	Budget comparison		Forecast comparison	
7	Description	Audited	10/2018	as of 9/2018	Budget	$ Dif	% Dif	$ Dif	% Dif
1439									
1440	**Contributions**								
1443	Trail Organization Contribution	2,000	2,000	-	**2,000**	-	0.0%	2,000	0.0%
1445	Crown Loop Phase II	59,885	16,000	-	**-**	(16,000)	-100.0%	-	0.0%
1447	Stage Trail Development	-	10,000	-	**10,000**	-	0.0%	10,000	0.0%
1449	Basalt Mtn Trail	-	-	-	**15,000**	15,000	0.0%	15,000	0.0%
1450	Vasten Loop	-	-	-	**40,000**	40,000	0.0%	40,000	0.0%
1451	Mill Creek Reclaim (fire)	-	-	-	**10,000**	10,000	0.0%	10,000	0.0%
1452	Basalt Outer Loop	-	-	-	**20,000**	20,000	0.0%	20,000	0.0%
1453		**61,885**	**28,000**	**0**	**97,000**	**69,000**	**246.4%**	**97,000**	**0.0%**
1454									
1455	**Total Mid-Valley Trails Expenditures**	78,895	50,000	22,000	**120,500**	70,500	141.0%	98,500	447.7%
1456									
1457	**Special Revenue fund - MVT net rev (exp)**	**(25,153)**	**0**	**40,000**	**(57,500)**	**(57,500)**	**0.0%**	**(97,500)**	**-243.8%**
1458									
1559	**SPECIAL REVENUE FUND - BUS STOPS - PARK N RIDE**								
1560									
1561	REVENUES								
1563	Vehicle Registration	484,568	512,000	472,000	**472,000**	(40,000)	-7.8%	-	0.0%
1567	Colo Trust Interest Acct	630	-	2,065	**2,100**	2,100	0.0%	35	1.7%
1569	**Total Revenues**	**485,197**	**512,000**	**474,065**	**474,100**	**(37,900)**	**-7.4%**	**35**	**0.0%**
1570									
1571	**Other Financing Sources**								
1572	Transfer from General Fund	138,652	310,400	273,301	**396,750**	86,350	27.8%	123,449	45.2%
1573	**Total Other Financing Sources**	**138,652**	**310,400**	**273,301**	**396,750**	**86,350**	**27.8%**	**123,449**	**45.2%**
1574									
1575	EXPENDITURES								
1576	**Compensation Expenditures**								
1577	Salaries Bus Stops(PnR) Compensation	163,428	205,000	192,000	**193,100**	(11,900)	-5.8%	1,100	0.6%
1578	Alternative Activity	1,050	550	550	**700**	150	27.3%	150	27.3%
1579	Overtime	26,500	16,000	25,000	**25,000**	9,000	56.3%	-	0.0%
1580	Bonus	1,925	-	-	**-**	-	0.0%	-	0.0%
1581	Attendence Bonus	960	-	-	**-**	-	0.0%	-	0.0%
1582	Safety Bnus	960	-	-	**-**	-	0.0%	-	0.0%
1583	Vacation Buy Back	1,396	-	-	**-**	-	0.0%	-	0.0%
1584	Seperation Pay	3,067	-	-	**-**	-	0.0%	-	0.0%
1585	Fringe Benefits	30,497	32,500	33,700	**30,400**	(2,100)	-6.5%	(3,300)	-9.8%
1586	Insurance	33,030	37,000	35,600	**35,400**	(1,600)	-4.3%	(200)	-0.6%
1587	**Compensation Expenditures Total**	**262,814**	**291,050**	**286,850**	**284,600**	**(6,450)**	**-2.2%**	**(2,250)**	**-0.8%**
1588									
1589	**Operating Expenditures**								
1590	Property Fees	3,896	4,000	4,000	**4,000**	-	0.0%	0	0.0%
1592	Towing	1,650	10,500	1,275	**10,500**	-	0.0%	9,225	723.5%
1593	Snow Plowing	135,616	168,000	129,000	**170,000**	2,000	1.2%	41,000	31.8%
1594	Non Capitalized Improvements	3,329	30,000	30,000	**30,000**	-	0.0%	0	0.0%
1595	Bus Shelter (PnR) Expenses from Rubey Park	401	-	-	**-**	-	0.0%	0	0.0%
1596	Vehicle Repair and Maint.	441	1,500	1,500	**1,500**	-	0.0%	0	0.0%
1597	**Operating Expenditures Total**	**145,333**	**214,000**	**165,775**	**216,000**	**2,000**	**0.9%**	**50,225**	**30.3%**
1598									
1599	**Non-BRT Station**								
1600	Utilities	6,205	5,700	6,205	**6,400**	700	12.3%	195	3.1%
1601	HCE Bill Credits	(172)	-	-	**-**	-	0.0%	-	0.0%
1602	Portable Restrooms	6,680	4,500	4,500	**4,500**	-	0.0%	-	0.0%
1603	Repair & Maintenance	12,910	25,000	25,000	**25,000**	-	0.0%	-	0.0%
1604	**Non-BRT Station Total**	**25,623**	**35,200**	**35,705**	**35,900**	**700**	**2.0%**	**195**	**0.5%**
1605	**New Castle Park and Ride**								
1606	Utilities - NC	1,888	1,500	1,300	**1,350**	(150)	-10.0%	50	3.8%
1607	Water - NC	-	1,000	-	**1,000**	-	0.0%	1,000	0.0%
1608	Irrigation - NC	430	300	430	**800**	500	166.7%	370	86.0%
1610	Repair and Maintenance-NC	131	500	2,000	**500**	-	0.0%	(1,500)	-75.0%
1611	Landscaping - NC	693	300	1,140	**1,000**	700	233.3%	(140)	-12.3%
1612	Manual snow removal & Supplies - NC	-	7,500	-	**1,000**	(6,500)	-86.7%	1,000	0.0%
1613	**New Castle Park and Ride Total**	**3,142**	**11,100**	**4,870**	**5,650**	**(5,450)**	**-49.1%**	**780**	**16.0%**
1614	**West Glenwood Park and Ride**								
1615	Utilities - WGS	15	3,300	3,600	**3,700**	400	12.1%	100	2.8%
1616	Water - WGS	-	3,000	4,000	**4,000**	1,000	33.3%	-	0.0%
1617	Irrigation - WGS	-	3,000	430	**800**	(2,200)	-73.3%	370	86.0%
1618	Janitorial Service & Supplies -WGS	15,496	11,000	15,900	**30,000**	19,000	172.7%	14,100	88.7%
1619	Repair and Maintenance - WGS	2,415	2,500	500	**500**	(2,000)	-80.0%	-	0.0%
1620	Landscaping- WGS	-	5,500	1,140	**1,000**	(4,500)	-81.8%	(140)	-12.3%
1621	Manual Snow Removal & Supp- WGS	-	7,500	-	**7,500**	-	0.0%	7,500	0.0%
1622	**Club House Trailer-WGS**								
1623	Propane- WGS	222	-	1,100	**1,150**	1,150	0.0%	50	4.5%
1624	Portable Restrooms-WGS	632	-	-	**-**	-	0.0%	-	0.0%
1625	**West Glenwood Park and Ride Total**	**18,779**	**35,800**	**26,670**	**48,650**	**12,850**	**35.9%**	**21,980**	**82.4%**
1626									
1627	**BRT Glenwood Springs Station**								
1628	Electric	8,529	11,000	11,500	**11,800**	800	7.3%	300	2.6%
1629	Water	2,996	2,600	6,335	**3,000**	400	15.4%	(3,335)	-52.6%
1630	Telephone	-	-	-	**-**	-	0.0%	-	0.0%
1631	Janitorial-GS	21,423	21,000	21,000	**30,000**	9,000	42.9%	9,000	42.9%
1632	Repair and Maintenance-GS	11,228	10,500	10,500	**10,500**	-	0.0%	-	0.0%
1633	Landscaping	643	6,000	6,000	**6,000**	-	0.0%	-	0.0%
1634	Irrigation	-	3,000	3,000	**3,000**	-	0.0%	-	0.0%
1635	Manual snow removal & Supplies	8,764	11,000	8,261	**12,000**	1,000	9.1%	3,739	45.3%
1636	**BRT Glenwood Springs Station Total**	**53,582**	**65,100**	**66,596**	**76,300**	**11,200**	**17.2%**	**9,704**	**14.6%**

	E	H	I	L	AD	AH	AI	AN	AO
3			-						
4						2019 Budget		2019 Budget	
5			2018	2018	2019	to 2018		to 2018	
6		2017	Budget	Forecast	Final	Budget comparison		Forecast comparison	
7	Description	Audited	10/2018	as of 9/2018	Budget	$ Dif	% Dif	$ Dif	% Dif
1637									
1638	**BRT Carbondale Station & PNR**								
1639	Electric	2,301	2,600	3,000	**3,100**	500	19.2%	100	3.3%
1640	Water	11,075	7,800	4,750	**4,900**	(2,900)	-37.2%	150	3.2%
1642	Portable Restroom - CD	37	-	-	**-**	-	0.0%	-	0.0%
1643	Repair and Maintenance-CD	1,993	6,000	2,500	**2,500**	(3,500)	-58.3%	-	0.0%
1644	Landscaping	1,393	5,700	2,000	**2,500**	(3,200)	-56.1%	500	25.0%
1645	Irrigation	40	3,000	3,000	**3,000**	-	0.0%	-	0.0%
1646	Manual snow removal & Supplies	6,630	11,000	4,000	**11,000**	-	0.0%	7,000	175.0%
1647	Janitorial Service and Supplies	7,870	6,800	11,500	**32,500**	25,700	377.9%	21,000	182.6%
1648	**BRT Carbondale Station & PNR Total**	**31,339**	**42,900**	**30,750**	**59,500**	**16,600**	**38.7%**	**28,750**	**93.5%**
1649									
1650	**BRT El Jebel Station & PNR**								
1651	Electric	4,944	6,450	8,300	**8,500**	2,050	31.8%	200	2.4%
1652	HCE Bill Credit - EJ	(2,672)	(3,000)	(3,000)	**(3,000)**	-	0.0%	-	0.0%
1655	Portable Restroom - EJ	1,357	1,500	1,500	**1,600**	100	6.7%	100	6.7%
1656	Repair and Maintenance-EJ	847	3,000	3,000	**3,000**	-	0.0%	-	0.0%
1659	Manual snow removal & Supplies	8,110	13,000	13,000	**13,000**	-	0.0%	-	0.0%
1660	Janitorial Service and Supplies	-	-	-	**1,300**	1,300	0.0%	1,300	0.0%
1661	**BRT El Jebel Station & PNR Total**	**12,587**	**20,950**	**22,800**	**24,400**	**3,450**	**16.5%**	**1,600**	**7.0%**
1662									
1663	**BRT Willits Station**								
1664	Electric	2,579	3,250	4,000	**4,100**	850	26.2%	100	2.5%
1665	HCE Bill Credit - WL	(2,154)	(2,300)	(2,400)	**(2,400)**	(100)	4.3%	-	0.0%
1668	Repair and Maintenance-WL	1,784	1,500	1,500	**1,500**	-	0.0%	-	0.0%
1671	Manual snow removal & Supplies	4,325	5,750	5,750	**5,750**	-	0.0%	-	0.0%
1672	Janitorial Service and Supplies	-	-	-	**1,000**	1,000	0.0%	1,000	0.0%
1673	**BRT Willits Station Total**	**6,534**	**8,200**	**8,850**	**9,950**	**1,750**	**21.3%**	**1,100**	**12.4%**
1674									
1675	**BRT Basalt Station & PNR**								
1676	Electric	3,710	5,500	6,000	**6,200**	700	12.7%	200	3.3%
1677	HCE Bill Credits-BA	(4,007)	(4,250)	(4,500)	**(4,500)**	(250)	5.9%	0	0.0%
1681	Repair and Maintenance-BA	3,107	3,000	3,000	**3,000**	-	0.0%	0	0.0%
1684	Manual snow removal & Supplies	7,540	12,000	12,000	**12,000**	-	0.0%	0	0.0%
1685	Janitorial Service and Supplies	-	-	-	**1,000**	1,000	0.0%	1,000	0.0%
1686	**BRT Basalt Station & PNR Total**	**10,349**	**16,250**	**16,500**	**17,700**	**1,450**	**8.9%**	**1,200**	**7.3%**
1687									
1688	**BRT Brush Creek Station**								
1689	Electric	4,362	5,700	6,000	**6,200**	500	8.8%	200	3.3%
1690	HCE Bill Credit -BC	(1,594)	(2,000)	(2,000)	**(2,000)**	-	0.0%	-	0.0%
1692	Portable Restroom - BC	9,988	7,700	9,300	**9,300**	1,600	20.8%	-	0.0%
1693	Repair and Maintenance-BC	1,762	7,000	7,000	**7,000**	-	0.0%	-	0.0%
1694	Landscaping	2,241	5,700	5,700	**5,700**	-	0.0%	-	0.0%
1695	Irrigation	558	3,000	3,000	**3,000**	-	0.0%	-	0.0%
1696	Manual snow removal & Supplies	12,978	15,000	15,000	**15,000**	-	0.0%	-	0.0%
1697	Janitorial Service and Supplies	-	-	-	**6,000**	6,000	0.0%	6,000	0.0%
1698	**BRT Brush Creek Station Total**	**30,295**	**42,100**	**44,000**	**50,200**	**8,100**	**19.2%**	**6,200**	**14.1%**
1699									
1700	**BRT AABC Station**								
1701	Electric	4,206	5,500	7,000	**7,200**	1,700	30.9%	200	2.9%
1702	HCE Bill Credits-AABC	(5,688)	(5,750)	(6,000)	**(6,000)**	(250)	4.3%	-	0.0%
1705	Repair and Maintenance-AABC	382	2,000	2,000	**2,000**	-	0.0%	-	0.0%
1708	Manual snow removal & Supplies	7,723	9,000	9,000	**9,000**	-	0.0%	-	0.0%
1709	Janitorial Service and Supplies	-	-	-	**2,500**	2,500	0.0%	2,500	0.0%
1710	**BRT AABC Station Total**	**6,622**	**10,750**	**12,000**	**14,700**	**3,950**	**36.7%**	**2,700**	**22.5%**
1711									
1712	**BRT Buttermilk Station**								
1713	Utilities	6,520	7,000	10,000	**10,300**	3,300	47.1%	300	3.0%
1714	HCE Bill Credit-BM	(2,715)	(2,700)	(3,000)	**(3,000)**	(300)	11.1%	-	0.0%
1717	Repair and Maintenance-BM	1,788	4,000	6,000	**2,000**	(2,000)	-50.0%	(4,000)	-66.7%
1718	Landscaping	-	5,300		**-**	(5,300)	-100.0%	-	0.0%
1719	Irrigation	-	2,400		**-**	(2,400)	-100.0%	-	0.0%
1720	Manual snow removal & Supplies	11,257	13,000	13,000	**14,000**	1,000	7.7%	1,000	7.7%
1721	Janitorial Service and Supplies	-	-		**4,000**	4,000	0.0%	4,000	0.0%
1722	**BRT Buttermilk Station Total**	**16,850**	**29,000**	**26,000**	**27,300**	**(1,700)**	**-5.9%**	**1,300**	**5.0%**
1723	**Operating Expenditures Total**	**361,036**	**531,350**	**460,516**	**586,250**	**54,900**	**10.3%**	**125,734**	**27.3%**
1727	**Total Expenditures**	**623,849**	**822,400**	**747,366**	**870,850**	**48,450**	**5.9%**	**123,484**	**16.5%**
1731									
1732	**Special Revenue fund - BS/ PNR net rev (exp)**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
1733									
2103	**CAPITAL PROJECT FUND - AMF**								
2104									
2105	REVENUES								
2107	5311 capital Grant	55,823	-	-	-	-	0.0%	-	0.0%
2110	Colo Trust Interest Acct	1,684	-	-	-	-	0.0%	-	0.0%
2112	**Total Revenues**	**57,507**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2113	**Other Financing Sources**								
2116	EXPENDITURES								
2140	**Total Expenditures**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2141	**AMF-Phase III**								
2142	Engineering/Design - 3rd Party Farnsworth	11,578	-	-		-	0.0%	-	0.0%
2143	Project Construction Management - 3rd Party Farnsworth	1,414	-			-	0.0%	-	0.0%
2144	Construction (Rehab/Renovate) Ph III	156,605	-	-		-	0.0%	-	0.0%
2145	**AMF-Phase IV**								
2146	Construction (Rehab/Renovate)Ph IV	53,357	-	-		-	0.0%	-	0.0%

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3			-						
4						2019 Budget		2019 Budget	
5			2018	2018	2019	to 2018		to 2018	
6		2017	Budget	Forecast	Final	Budget comparison		Forecast comparison	
7	Description	Audited	10/2018	as of 9/2018	Budget	$ Dif	% Dif	$ Dif	% Dif
2147	**Total Expenditures**	**222,954**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2148	**Other Financing uses**								
2149	Transfer to General Fund	157,933	5,730		-	(5,730)	-100.0%	0	0.0%
2150	**Total Other Financing Uses**	**157,933**	**5,730**	**0**	**0**	**(5,730)**	**-100.0%**	**0**	**0.0%**
2151									
2152	**Special Revenue fund - AMF Capital Projects Fund net rev (exp)**	**(323,380)**	**(5,730)**	**0**	**0**	**5,730**	**-100.0%**	**0**	**0.0%**
2153									
2274									
2275	**DEBT SERVICE FUND - SERIES 2009A**								
2276									
2277	REVENUES								
2280	Colo Trust Interest Acct	14,659	-	21,000	**21,000**	21,000	0.0%	-	0.0%
2282	**Total Revenues**	**14,659**	**0**	**21,000**	**21,000**	**21,000**	**0.0%**	**0**	**0.0%**
2283									
2284	**Other Financing Sources**								
2286	Transfer from GF	674,266	691,800	670,800	**671,200**	(20,600)	-3.0%	400	0.1%
2287	**Total Other Financing Sources**	**674,266**	**691,800**	**670,800**	**671,200**	**(20,600)**	**-3.0%**	**400**	**0.1%**
2288									
2289	EXPENDITURES								
2291	2009 Bond - Series A DS Principal	590,000	615,000	615,000	**640,000**	25,000	4.1%	25,000	4.1%
2292	2009 Bond - Series A DS Interest	98,925	76,800	76,800	**52,200**	(24,600)	-32.0%	(24,600)	-32.0%
2293	**Total Expenditures**	**688,925**	**691,800**	**691,800**	**692,200**	**400**	**0.1%**	**400**	**0.1%**
2294									
2301	**Special Revenue fund - Series A Bond Fund net rev (exp)**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2303									
2304	**DEBT SERVICE FUND - SERIES 2009B**								
2305									
2306	REVENUES								
2307	BAB Credit Revenue	466,451	465,700	468,201	**469,000**	3,300	0.7%	799	0.2%
2311	Colo Trust Interest Acct	7,622	-	10,000	**10,000**	10,000	0.0%	0	0.0%
2313	**Total Revenues**	**474,072**	**465,700**	**478,201**	**479,000**	**13,300**	**2.9%**	**799**	**0.2%**
2314									
2315	**Other Financing Sources**								
2317	Transfer from GF	955,114	963,486	950,985	**950,186**	(13,300)	-1.4%	(799)	-0.1%
2318	**Total Other Financing Sources**	**955,114**	**963,486**	**950,985**	**950,186**	**(13,300)**	**-1.4%**	**(799)**	**-0.1%**
2319									
2320									
2321	EXPENDITURES								
2324	2009 Bond - Series B DS Interest	1,429,186	1,429,186	1,429,186	**1,429,186**	-	0.0%	-	0.0%
2325	**Total Expenditures**	**1,429,186**	**1,429,186**	**1,429,186**	**1,429,186**	**0**	**0.0%**	**0**	**0.0%**
2332									
2333	**Special Revenue fund - Series B Bond Fund net rev (exp)**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2334									
2335	**DEBT SERVICE FUND - SERIES 2012A**								
2336									
2337	REVENUES								
2338	QECB Credit Revenue	152,892	147,072	147,387	**140,000**	(7,072)	-4.8%	(7,387)	-5.0%
2341	Colo Trust Interest Acct	7,949	-	11,000	**11,000**	11,000	0.0%	0	0.0%
2343	**Total Revenues**	**160,841**	**147,072**	**158,387**	**151,000**	**3,928**	**2.7%**	**(7,387)**	**-4.7%**
2344									
2345	**Other Financing Sources**								
2347	Tranfer from GF	386,205	393,480	382,165	**381,664**	(11,816)	-3.0%	(501)	-0.1%
2348	**Total Other Financing Sources**	**386,205**	**393,480**	**382,165**	**381,664**	**(11,816)**	**-3.0%**	**(501)**	**-0.1%**
2350	EXPENDITURES								
2352	Debt Service - Principal	340,000	340,000	340,000	**340,000**	0	0.0%	0	0.0%
2353	Debt Service - Interest	207,046	200,552	200,552	**192,664**	(7,888)	-3.9%	(7,888)	-3.9%
2354	**Total Expenditures**	**547,046**	**540,552**	**540,552**	**532,664**	**(7,888)**	**-1.5%**	**(7,888)**	**-1.5%**
2361									
2362	**Special Revenue fund - Series A 2012 Debt Service Fund net rev (exp)**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2363									
2364	**DEBT SERVICE FUND - SERIES 2013A**								
2365									
2366	REVENUES								
2370	Colo Trust Interest Acct	3,066	-	4,000	**4,000**	4,000	0.0%	-	0.0%
2372	**Total Revenues**	**3,066**	**0**	**4,000**	**4,000**	**4,000**	**0.0%**	**0**	**0.0%**
2373									
2374	**Other Financing Sources**								
2375	Transfer from GF	168,704	172,942	168,942	**159,940**	(13,002)	-7.5%	(9,002)	-5.3%
2376	**Total Other Financing Sources**	**168,704**	**172,942**	**168,942**	**159,940**	**(13,002)**	**-7.5%**	**(9,002)**	**-5.3%**
2377									
2379	EXPENDITURES								
2381	2013 Bond - Series A DS Principal	110,000	115,000	115,000	**110,000**	(5,000)	-4.3%	(5,000)	-4.3%
2382	2013 Bond - Series A DS Interest	61,770	57,942	57,942	**53,940**	(4,002)	-6.9%	(4,002)	-6.9%
2383	**Total Expenditures**	**171,770**	**172,942**	**172,942**	**163,940**	**(9,002)**	**-5.2%**	**(9,002)**	**-5.2%**
2387									
2388	**Total Other Financing Uses**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2390									
2391	**Special Revenue fund - Series B Bond Fund net rev (exp)**	**0**	**0**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
2392									
2393	**DEBT SERVICE FUND - SERIES 2013B**								
2394									
2395	REVENUES								
2396	QECB Credit Revenue	40,267	38,272	38,354	**36,400**	(1,872)	-4.9%	(1,954)	-5.1%
2400	Colo Trust Interest Acct	1,414	-	2,500	**2,500**	2,500	0.0%	-	0.0%
2402	**Total Revenues**	**41,680**	**38,272**	**40,854**	**38,900**	**628**	**1.6%**	**(1,954)**	**-4.8%**

	E	H	I	K	L	AC	AD	AG	AH	AI	AM	AN	AO
3			-										
4									2019 Budget			2019 Budget	
5			2018		2018		2019		to 2018			to 2018	
6		2017	Budget		Forecast		Final		Budget comparison			Forecast comparison	
7	Description	Audited	10/2018		as of 9/2018		Budget		$ Dif	% Dif		$ Dif	% Dif
2403													
2404	**Other Financing Sources**												
2405	Transfer from GF	76,600	77,032		74,450		**73,428**		(3,604)	-4.7%		(1,022)	-1.4%
2406	**Total Other Financing Sources**	**76,600**	**77,032**		**74,450**		**73,428**		**(3,604)**	**-4.7%**		**(1,022)**	**-1.4%**
2408													
2409	EXPENDITURES												
2411	2013 Bond - Series B DS Principal	60,000	60,000		60,000		**60,000**		-	0.0%		-	0.0%
2412	2013 Bond - Series B DS Interest	58,280	55,304		55,304		**52,328**		(2,976)	-5.4%		(2,976)	-5.4%
2413	**Total Expenditures**	**118,280**	**115,304**		**115,304**		**112,328**		**(2,976)**	**-2.6%**		**(2,976)**	**-2.6%**
2414													
2421	**Special Revenue fund - Series B Bond Fund net rev (exp)**	**0**	**0**		**0**		**0**		**0**	**0.0%**		**0**	**0.0%**
2424													