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

November 2, 2018 at 8:00 a.m.
in the Council Chambers
located in the Crested Butte Town Hall,
507 Maroon Avenue in Crested Butte.

For copies of the agenda and minutes of previous meetings, please call Scott Truex at 970-275-0111.

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

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.
AGENDA – NOVEMBER 2, 2018
GUNNISON VALLEY TRANSPORTATION AUTHORITY
CRESTED BUTTE TOWN OFFICES
TOWN COUNCIL ROOM – 8:00 A.M.

8:00  A. INTRODUCTION

CONSENT AGENDA — motion & decision requested
   B. ADOPTION OF THE AGENDA
   C. APPROVAL OF THE SEPTEMBER 28, 2018 REGULAR MEETING MINUTES
   D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT
   E. CORRESPONDENCE
   F. OLD BUSINESS
      1) Air program reports
      2) Bus program reports

REGULAR AGENDA
8:05  F. OLD BUSINESS - continued
      3) Airport update – Rick Lamport
      4) Tourism Association report – John Norton
      5) Bus service update – Scott Truex & Anthony Perez
      6) Tall Texan / Riverwalk & Ohio Creek bus stop construction projects update
          – Anthony Poponi
      7) Air Command report – Scott Truex and David Clayton
      8) 2018 summer air service update and discussion – Kent Myers
      9) 2018-19 winter air service update – Kent Myers

8:40  G. NEW BUSINESS
      1) Request from CB South POA to fund 50% of paving of bus stop in 2019 –
         Scott Truex – motion and decision requested
      2) Adoption of Revised 2018 GVRTA Budget – Scott Truex – motion and
         decision requested
      3) Adoption of GVRTA 2019 Budget – Scott Truex – motion and decision
         requested
      4) Adoption of GVRTA 2019-2023 Five-year financial plan – Scott Truex –
         motion and decision requested
      5) Approval of contract with Gunnison County and Gunnison Valley Health to
         provide senior transportation in 2019 – Scott Truex – motion and decision
         requested
      6) Approval of contract with Gunnison County and Mountain Express to
         provide senior transportation in 2019 – Scott Truex – motion and decision
         requested
7) Approval of 2019 GVRTA Board of Directors Meeting dates – Scott Truex – motion and decision requested
8) Award of Contract for Engineer to design bus stops to be built in 2019 at Riverland, Brush Creek Rd. and Riverbend along Hwy 135 – Scott Truex – motion and decision requested
9) Adoption of GVRTA Americans with Disabilities Act of 1990 (ADA) Policy and Procedures – Scott Truex – motion and decision requested
10) Adoption of GVRTA Reasonable Modification Policy – Scott Truex – motion and decision requested
11) Adoption of Policy to ensure contractual compliance in the provision of GVRTA Commuter Bus service along the Hwy 135 corridor – Scott Truex – motion and decision requested

9:45  H. COMMENTS FROM BOARD MEMBERS & STAFF

9:50  I. PUBLIC COMMENT PERIOD

9:55  J. ADJOURNMENT

Next Meeting – December 7, 2018 at 8:00 a.m. in the Gunnison County Courthouse.

All times are approximate – the meeting may move more quickly or more slowly than indicated.
A. INTRODUCTION

Present: Leia Morrison, Jim Miles, Janet Farmer, Ken Lodovico, John Messner, Scott Truex, Anthony Poponi, Kent Myers, Kent Cowherd, Chris Haver

Absent: Jonathan Houck

Also Present: Representatives from the Gunnison-Crested Butte Regional Airport, Gunnison-Crested Butte Tourism Association, Western State Colorado University and Town of Mt. Crested Butte and Alpine Express.

The meeting was called to order at 8:00am by Chairperson John Messner.

CONSENT AGENDA – motion & decision requested

B. ADOPTION OF THE AGENDA

C. APPROVAL OF THE AUGUST 10, 2018 REGULAR MEETING MINUTES & THE AUGUST 20, 2018 SPECIAL MEETING MINUTES

D. EXECUTIVE DIRECTOR’S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports
2) Bus program reports

G. NEW BUSINESS

1) Adoption of Non-Union Protection Arrangement dated 10/27/2014

Janet Farmer moved to approve the consent agenda as presented. Ken Lodovico seconded the motion which passed unanimously.

REGULAR AGENDA

F. OLD BUSINESS – continued

3) Airport update – Rick Lamport

Rick Lamport provided an update on fleet upgrades and a purchase of a new snowblower.
The airport terminal concept study 70% complete with 3 concepts being finalized. FAA approval is required prior to selecting a final design. The Terminal Study started in September of 2017. The Airport expects to hold a public meeting during November, pending FAA approval of the concepts, to share the conceptual designs with the local community. The FAA will be a financial partner for passenger or common areas that are not part of the enterprise functions of the airport.

4) Tourism Association report – John Norton

Jeff Moffett indicated summer finished strong overall. Grant funding was awarded to the Tourism Association from Mt. Crested Butte Admission Tax for $160,00 for winter marketing.

The Epic Pass will likely affect the Mt. CB admissions tax since the inclusive ski passes may affect the sales of daily lift tickets and tax generated on those lift tickets. The Town of Mt. Crested Butte is actively working on clarification.

5) Bus service update – Scott Truex & Kevin Walters

Scott indicated things are running well from the RTA’s perspective. The CNG pump was leaking and Alpine Express is working with the John Cattles at Gunnison County to update the nozzles on the pump.

The new compressed natural gas (CNG) bus has arrived and should be added to the fleet next week.

The group discussed operation of buses and maintenance issues.

6) Tall Texan / Riverwalk & Ohio Creek bus stop construction projects update – Scott Truex & Anthony Poponi

Both projects are expected to be completed in the next two weeks. Tall Texan should be getting paved today.

7) Air Command report – Scott Truex and David Clayton

Costs for summer and winter will be discussed later in the agenda.

Contracts for winter air service are in progress.

Meeting are planned for both United Airlines and American Airlines in the 4th quarter of 2018.

8) 2018 summer air service update and discussion – Kent Myers
The RTA will need to pay towards the minimum revenue guarantees but the costs will be substantially lower than the full camp amount. A final payout will be calculated shortly as the RTA just received the August data.

We experienced strong overall load factors during the summer but we noticed substantially higher operating costs for the smaller capacity planes. Even though larger planes had lower load factors they generated positive revenues towards our minimum revenue guarantees. Kent will be approaching the airlines to discuss these issues to modify flight costs or airplane usage.

Overall the summer program was very successful.

9) 2018-19 winter air service update – Kent Myers

Kent provided an update on current load factors and flight options for winter. Scheduling issues and fare prices for the service to Denver will be discussed with the airlines to ensure the current slow sales pace can be reversed. Kent will contact the airlines to share successes from 2017-2018 and suggest schedule changes including an early morning departure that is absent from the current schedule.

10) Update on Whetstone Industrial Park land purchase – Scott Truex

The RTA closed on the parcel on September 7th. Mountain Express is under verbal contract on the adjacent parcel. Electric, gravel, fencing and lighting will all be installed at the site and costs will be shared with Mountain Express. This work will take place in 2019.

11) Letter to the editor in support of Proposition 110 – John Messner & Scott Truex

Janet Farmer moved to submit the letter the editor as presented. Leia Morrison seconded the motion which passed unanimously.

12) Five-year financial plan with Multimodal Fund – discussion – Scott Truex

The group reviewed the capital expenditures and capital projects in the plan. The plan will be adopted at the November meeting when we approve the budget for 2019.

13) RTA branding committee report and choice of artwork – Anthony Poponi

The Board asked staff to proceed with the green design on the new CNG bus. Letterhead and report colors and layouts were discussed as well.

Janet Farmer moved to accept the new branding designs as proposed. Chris Haver seconded the motion, which was approved unanimously.
The Board asked staff to clarify with the designer that the green being used isn’t too close to the Army military color. Staff will request swatches of the green to verify the color.

The Board also asked staff to expedite the re-wrapping of the other buses once we’ve applied the graphics on the first bus.

14) Set date for work session regarding Future of Valley-wide transportation – – Scott Truex and John Messner

The meeting was set for 9:00am on Monday, October 15th.

G. NEW BUSINESS

2) Letter from GVRTA to Vail Resorts regarding relationship with Air Command – Scott Truex, John Messner, and Janet Farmer

Scott explained the letter in the packet which came forward at the suggestion of the Air Command.

The Board suggested a face-to-face meeting in lieu of sending a letter at this time. Kent Myers was tasked with initiating a conversation with the local contacts from Vail Resorts.

3) Renewal of Contract with Humore.us, LLC for the services of Anthony Poponi during 2019 – Scott Truex

Scott provided background on the contract and job description and expectations going forward.

Janet Farmer moved to approve the renewal of Contract with Humore.us, LLC for the services of Anthony Poponi for 2019. Chris Haver seconded the motion, which approved unanimously.

H. COMMENTS FROM BOARD MEMBERS & STAFF

Scott provided updates to the revenue projections in the meeting packet.

The new CNG bus has arrived and will be on route next week and will be wrapped ASAP.

The RTA executed FTA and CDOT contracts for the grant which funds two new CNG buses for $1.17M. The buses will arrive in April or May.

Bustang buses are on route serving Denver and being operated by Alpine Express.

Staff will present an engineer for selection to design and oversee the construction of 3 bus shelters/pullouts in the north end of the valley (Riverland, Riverbend, Brush Creek).
Milestone and risk assessments have been completed as required for next year’s operating grant.

Scott will be exploring an expansion of senior service to include evening hours. The service is operated by Gunnison Valley Health.

Janet Farmer shared information on an upcoming meeting regarding the planned 2019 closure of Highway 50 along Blue Canyon. An October 25th meeting will be held from 5:30 – 7:30pm at the ICELab in Gunnison.

I. PUBLIC COMMENT PERIOD

No public comments were presented.

J. ADJOURNMENT

The meeting was adjourned at 9:22am.
### Gunnison Valley Transportation Authority

#### Sales Tax Revenues

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Jan</td>
<td>$79,792</td>
<td>$86,229</td>
<td>$99,543</td>
<td>$167,119</td>
<td>$220,917</td>
<td>$217,496</td>
<td>$249,583</td>
<td>14.8% 13.0%</td>
<td>$249,593</td>
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<td>Feb</td>
<td>$80,812</td>
<td>$85,612</td>
<td>$99,850</td>
<td>$167,301</td>
<td>$226,252</td>
<td>$234,034</td>
<td>$232,924</td>
<td>-0.9% 1.4%</td>
<td>$232,924</td>
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<tr>
<td>Mar</td>
<td>$104,096</td>
<td>$118,536</td>
<td>$129,336</td>
<td>$236,171</td>
<td>$291,096</td>
<td>$274,327</td>
<td>$275,766</td>
<td>0.5% -5.3%</td>
<td>$275,787</td>
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<td>April</td>
<td>$50,233</td>
<td>$54,226</td>
<td>$62,605</td>
<td>$168,763</td>
<td>$151,168</td>
<td>$165,413</td>
<td>$192,282</td>
<td>18.2% 27.2%</td>
<td>$192,282</td>
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<tr>
<td>May</td>
<td>$63,256</td>
<td>$69,671</td>
<td>$72,123</td>
<td>$169,231</td>
<td>$182,221</td>
<td>$182,654</td>
<td>$222,435</td>
<td>21.6% 22.1%</td>
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<td>June</td>
<td>$105,814</td>
<td>$109,099</td>
<td>$125,456</td>
<td>$264,617</td>
<td>$292,520</td>
<td>$200,274</td>
<td>$342,874</td>
<td>14.2% 17.2%</td>
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<td>July</td>
<td>$148,545</td>
<td>$167,784</td>
<td>$182,632</td>
<td>$375,358</td>
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<td>$399,568</td>
<td>$446,709</td>
<td>12.6% 14.6%</td>
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<tr>
<td>Aug</td>
<td>$129,529</td>
<td>$146,042</td>
<td>$155,181</td>
<td>$344,684</td>
<td>$363,872</td>
<td>$368,024</td>
<td>$379,325</td>
<td>3.1% 4.6%</td>
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<td>Sept</td>
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<td>$134,381</td>
<td>$145,482</td>
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<td>$324,165</td>
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<td>Oct</td>
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<td>$212,337</td>
<td>$216,600</td>
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<td>Nov</td>
<td>$80,989</td>
<td>$70,988</td>
<td>$74,266</td>
<td>$154,783</td>
<td>$179,732</td>
<td>$174,042</td>
<td>$177,500</td>
<td>-</td>
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<tr>
<td>Dec</td>
<td>$109,685</td>
<td>$121,801</td>
<td>$131,597</td>
<td>$275,816</td>
<td>$294,193</td>
<td>$296,565</td>
<td>$300,209</td>
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<td>Year-to-date</td>
<td>$759,877</td>
<td>$835,377</td>
<td>$926,710</td>
<td>$1,889,243</td>
<td>$2,142,892</td>
<td>$2,344,900</td>
<td>9.4% 10.1%</td>
<td>$3,370,000</td>
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<td>Full Year</td>
<td>$1,111,754</td>
<td>$1,237,175</td>
<td>$1,362,176</td>
<td>$2,913,187</td>
<td>$3,141,230</td>
<td>$3,150,000</td>
<td>$3,370,000</td>
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</table>

#### Gunnison Valley Transportation Authority - General Fund

**Financial Report - August, 2018**

<table>
<thead>
<tr>
<th>YTD 2018</th>
<th>2018 Adopted Budget</th>
<th>Revisions</th>
<th>2018 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning General Fund Balance</td>
<td>$933,207</td>
<td>$908,435</td>
<td>$24,772</td>
</tr>
</tbody>
</table>

**Revenues:**

- Sales Tax: $2,344,990.80
- Sales Tax - Clerk: $13,758.17
- Interest Charges: $1,538.58
- Other Fines: $4,402.24
- Sale of Bus: $700.00
- Earnings on Investments: $11,501.09
- 5311 A & O FTA 5311 Admin. & Operating Grant: $192,720.00

**Total Revenues:** $2,569,610.88

**Transfers:**

- To Capital Fund: $450,000
- To Air Command Fund: $1,050,000
- To Senior Transportation Fund: $288,500

**Total Transfers:** $1,766,500

**Expenditures:**

- Postage: $13,95
- Photocopies: $32,41
- Supplies & Equipment Under $4,000: $24,12
- Travel - Transportation: $2,513.51
- Travel - Meals: $722.71
- Travel - Lodging: $1,512.24
- Legal Services: $6,121.69
- Contracted Temporary Help - Marcy & RAE: $1,500
- Contracted Svcs - GPS, Poponli, Consultants: $18,414.14
- Management Services - TMS: $52,499.98
- Professional Services - Airplanners: $47,626.15
- Meetings - Registrations: $600.00
- State Fees: $2,026.51
- Treasurer's Fees: $21,028.86
- Rental - Buildings & Land: $31,339.12
- Advertising, Notices, Public Outreach & Website: $4,567.79
- Dues & Memberships: $1,925.00
- Auditing: $2,760.00
- Insurance & Bonds: $3,167.00
- Investment Commissions/Fees: $750.00
- Transfer to County General Fund: $6,686.64
- Bus Stop Maintenance: $5,500

**Total Expenditures:** $965,669.44

**Ending General Fund Balance:** $2,537,148

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*Report shows posted revenues through August and expenditures through August. Report prepared by Scott Trux with information from the County Finance department on October 9, 2018.*
### RTA Capital Reserve Fund
**Financial Report - August, 2018**

<table>
<thead>
<tr>
<th></th>
<th>YTD Actual</th>
<th>2018 Adopted Budget</th>
<th>Revisions</th>
<th>2018 Projected</th>
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</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$468,013</td>
<td>$468,013</td>
<td>$-</td>
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<tr>
<td><strong>Revenues:</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$-</td>
<td>$450,000</td>
<td>$-</td>
<td>$450,000</td>
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<tr>
<td>FTA 5399 Capital Grant</td>
<td>$-</td>
<td>$571,200</td>
<td>$(9,785)</td>
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<td><strong>Capital Fund Revenues</strong></td>
<td>$-</td>
<td>$1,021,200</td>
<td>$(9,785)</td>
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<td><strong>Expenditures:</strong></td>
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<td></td>
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<tr>
<td>5399 - C</td>
<td></td>
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<tr>
<td>Bus Purchase</td>
<td>$-</td>
<td>$714,000</td>
<td>$(12,231)</td>
<td>$701,769</td>
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<tr>
<td>Land Purchase</td>
<td>$225,080.10</td>
<td>$-</td>
<td>$225,080</td>
<td>$225,080</td>
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<tr>
<td>Capital Improvements</td>
<td>$91,897.49</td>
<td>$240,000</td>
<td>$95,000</td>
<td>$335,000</td>
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<td><strong>Capital Fund Expenditures</strong></td>
<td>$316,977.59</td>
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<td>$1,261,849</td>
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<td><strong>Ending Fund Balance</strong></td>
<td>$151,035</td>
<td>$535,213</td>
<td>$(317,634)</td>
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Report shows posted revenues through August and expenditures through August.
Report prepared by Scott Truex with information from the County Finance department on October 9, 2018.

### RTA Air Command Fund
**Financial Report - August, 2018**

<table>
<thead>
<tr>
<th></th>
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<th>2018 Projected</th>
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<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
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<td>$1,364,773</td>
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<td><strong>Revenues:</strong></td>
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<tr>
<td>Funds from RTA General Fund</td>
<td>$-</td>
<td>$1,050,000</td>
<td>$-</td>
<td>$1,050,000</td>
</tr>
<tr>
<td><strong>RTA Air Command Fund Revenues</strong></td>
<td>$-</td>
<td>$1,050,000</td>
<td>$-</td>
<td>$1,050,000</td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airline Guarantees - Winter 17-18</td>
<td>$600,000.00</td>
<td>$571,415</td>
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<td>Airline Guarantees - Summer</td>
<td>$300,000</td>
<td>$226,483</td>
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<td>Ticket Buy Down Programs</td>
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<td><strong>RTA Air Command Fund Expenditures</strong></td>
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<td><strong>Ending Fund Balance</strong></td>
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### RTA Senior Transportation Fund
**Financial Report - August, 2018**

<table>
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<tr>
<th></th>
<th>YTD Actual</th>
<th>2018 Adopted Budget</th>
<th>Revisions</th>
<th>2018 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
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<td><strong>Revenues:</strong></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$-</td>
<td>$266,500</td>
<td>$-</td>
<td>$266,500</td>
</tr>
<tr>
<td><strong>Senior Transportation Fund Revenues</strong></td>
<td>$-</td>
<td>$266,500</td>
<td>$-</td>
<td>$266,500</td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
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<tr>
<td>Contracted Services</td>
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<td>$(23,000)</td>
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<td><strong>Senior Transportation Fund Expenditures</strong></td>
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<td><strong>Ending Fund Balance</strong></td>
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Report shows posted revenues through August and expenditures through August.
Report prepared by Scott Truex with information from the County Finance department on October 9, 2018.

### RTA Total Revenues and Expenditures
**Financial Report - August, 2018**

<table>
<thead>
<tr>
<th></th>
<th>YTD Actual</th>
<th>2018 Adopted Budget</th>
<th>Revisions</th>
<th>2018 Projected</th>
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</thead>
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<tr>
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<tr>
<td>$2,589,611</td>
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<td>$2,006,750</td>
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<td>$(40,297)</td>
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<td><strong>Ending Fund Balance</strong></td>
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<td>$3,246,761</td>
<td>$248,059</td>
<td>$3,498,820</td>
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Report shows posted revenues through August and expenditures through August.
Report prepared by Scott Truex with information from the County Finance department on October 9, 2018.
## RTA Summary of all Funds
**Financial Report - August, 2018**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted General Fund Balance</td>
<td>$933,207</td>
<td>$2,537,148</td>
<td>$1,041,005</td>
<td>$180,070</td>
<td>$1,221,075</td>
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<tr>
<td>Air Command Fund Balance</td>
<td>$1,403,148</td>
<td>$792,369</td>
<td>$1,443,358</td>
<td>$354,079</td>
<td>$1,797,437</td>
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<td>Senior Transportation Fund Balance</td>
<td>$175,229</td>
<td>$61,904</td>
<td>$227,185</td>
<td>$31,544</td>
<td>$258,729</td>
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<td>Capital Reserve Fund Balance</td>
<td>$468,013</td>
<td>$151,035</td>
<td>$535,213</td>
<td>($317,634)</td>
<td>$217,579</td>
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<td><strong>Total Fund Balance</strong></td>
<td>$2,979,957</td>
<td>$3,542,457</td>
<td>$3,246,761</td>
<td>$248,059</td>
<td>$3,494,920</td>
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</tbody>
</table>

Report shows post revenues through August and expenditures through August.
Report prepared by Scott Truxx with information from the County Finance department on October 9, 2018.

## RTA Five year Capital Plan

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td><strong>Beginning Capital Fund Balance</strong></td>
<td>$465,013</td>
<td>$217,579</td>
<td>$35,379</td>
<td>$34,579</td>
<td>$284,579</td>
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<td><strong>Revenues</strong></td>
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<tr>
<td>From RTA General Fund</td>
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<td><strong>Total Revenues</strong></td>
<td>$1,011,415</td>
<td>$1,798,800</td>
<td>$1,003,200</td>
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<td>$400,000</td>
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<td><strong>Planned Capital Expenditures</strong></td>
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</tr>
<tr>
<td>Bus # for Replacement:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>82</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 &amp; 83</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>81</td>
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<tr>
<td>TT &amp; Ohio Creek</td>
<td></td>
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<td>RL, RB, BC, CBS</td>
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<tr>
<td>Almoirt</td>
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<tr>
<td>Gunnison</td>
<td></td>
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<tr>
<td><strong>Bus Replacement</strong></td>
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<td><strong>Land Purchase / Other Capital</strong></td>
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<td>$250,000</td>
<td>$150,000</td>
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<td><strong>Bus Stop Improvements</strong></td>
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<td>$545,000</td>
<td>$250,000</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td>$1,261,849</td>
<td>$1,981,000</td>
<td>$1,004,000</td>
<td>$150,000</td>
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<tr>
<td><strong>Ending Capital Fund Balance</strong></td>
<td>$217,579</td>
<td>$35,379</td>
<td>$34,579</td>
<td>$284,579</td>
<td>$684,579</td>
</tr>
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</table>
Air Program Reports – Winter, 2018 - 2019:
Total Seats Sold as of 9/17/18 vs last three years:

GRAND TOTAL WEEKLY WINTER SEAT BOOKINGS YOY
Year 15/16 and 16/17 MKT3: DEN/DFW/IAH/ORD/LAX

Houston Load Factors vs last three years:

UA IAH WINTER SERVICE YOY LOAD FACTOR TRENDS
Air Program Reports – Winter, 2018 - 2019:

Dallas Load Factors vs last three years:

![Graph showing Dallas Load Factors vs last three years]

Denver Load Factors vs last three years:

![Graph showing Denver Load Factors vs last three years]
Bus program reports:

Bus Ridership Report: January – September, 2018

Ridership on the RTA Gunnison - Crested Butte Route 2018

<table>
<thead>
<tr>
<th>Month</th>
<th>Riders</th>
<th>Bus Trips</th>
<th>Miles</th>
<th>Days</th>
<th>Riders Per Trip</th>
<th>Riders Per Day</th>
<th>2018 Overcrowding</th>
<th>2017</th>
<th>YOY</th>
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<tbody>
<tr>
<td>January</td>
<td>26,266</td>
<td>1,087</td>
<td>36,834</td>
<td>31</td>
<td>24.2</td>
<td>847.3</td>
<td>229</td>
<td>182</td>
<td>47</td>
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<tr>
<td>February</td>
<td>23,775</td>
<td>976</td>
<td>32,112</td>
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<td>849.1</td>
<td>140</td>
<td>154</td>
<td>1696</td>
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<td>March</td>
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<td>1,064</td>
<td>35,014</td>
<td>31</td>
<td>19.8</td>
<td>680.3</td>
<td>54</td>
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<td>20.6</td>
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<td>20,744</td>
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<td>13.6</td>
<td>283.5</td>
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<td>-</td>
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<tr>
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<td>17,822</td>
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<td>13.1</td>
<td>225.4</td>
<td>-</td>
<td>-</td>
<td>243</td>
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<td>11,992</td>
<td>660</td>
<td>22,110</td>
<td>30</td>
<td>18.2</td>
<td>399.7</td>
<td>9</td>
<td>9</td>
<td>345</td>
</tr>
<tr>
<td>July</td>
<td>13,925</td>
<td>682</td>
<td>22,847</td>
<td>31</td>
<td>20.4</td>
<td>449.2</td>
<td>11</td>
<td>9</td>
<td>14,946</td>
</tr>
<tr>
<td>August</td>
<td>13,054</td>
<td>682</td>
<td>22,847</td>
<td>31</td>
<td>19.1</td>
<td>421.1</td>
<td>-</td>
<td>-</td>
<td>13,274</td>
</tr>
<tr>
<td>September</td>
<td>8,647</td>
<td>498</td>
<td>16,683</td>
<td>30</td>
<td>17.4</td>
<td>288.2</td>
<td>-</td>
<td>-</td>
<td>9,338</td>
</tr>
<tr>
<td>October</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>November</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>134,241</td>
<td>6,805</td>
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<td>491.7</td>
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<td>(1,561)</td>
</tr>
</tbody>
</table>

Passengers by Stop – Summer & Fall, 2018:

2018 Summer RTA Bus Boardings by Bus Stop

<table>
<thead>
<tr>
<th>Month</th>
<th># of days</th>
<th>Total Northbound Riders</th>
<th>Riders Off at CB South</th>
<th>Riders On at CB South</th>
<th>Total Southbound Riders</th>
<th>Riders On in Mt. CB</th>
<th>Riders Off at CB South</th>
<th>Riders On at CB South</th>
<th>Total Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>6</td>
<td>897</td>
<td>108</td>
<td>109</td>
<td>680</td>
<td>222</td>
<td>517</td>
<td>123</td>
<td>141</td>
</tr>
<tr>
<td>June</td>
<td>30</td>
<td>6,167</td>
<td>361</td>
<td>454</td>
<td>5,760</td>
<td>1,830</td>
<td>3,626</td>
<td>841</td>
<td>304</td>
</tr>
<tr>
<td>July</td>
<td>31</td>
<td>7,409</td>
<td>345</td>
<td>1,058</td>
<td>6,516</td>
<td>2,019</td>
<td>4,105</td>
<td>916</td>
<td>392</td>
</tr>
<tr>
<td>August</td>
<td>31</td>
<td>6,587</td>
<td>308</td>
<td>941</td>
<td>6,467</td>
<td>1,949</td>
<td>4,174</td>
<td>905</td>
<td>344</td>
</tr>
<tr>
<td>September</td>
<td>3</td>
<td>574</td>
<td>21</td>
<td>88</td>
<td>489</td>
<td>136</td>
<td>334</td>
<td>79</td>
<td>19</td>
</tr>
<tr>
<td>Total</td>
<td>101</td>
<td>21,634</td>
<td>1,143</td>
<td>2,650</td>
<td>20,112</td>
<td>6,156</td>
<td>12,756</td>
<td>2,864</td>
<td>41,746</td>
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</tbody>
</table>

2018 Fall RTA Bus Boardings by Bus Stop

<table>
<thead>
<tr>
<th>Month</th>
<th># of days</th>
<th>Total Northbound Riders</th>
<th>Riders Off at CB South</th>
<th>Riders On at CB South</th>
<th>Total Southbound Riders</th>
<th>Riders On in Mt. CB</th>
<th>Riders Off at CB South</th>
<th>Riders On at CB South</th>
<th>Total Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>September</td>
<td>27</td>
<td>3,862</td>
<td>219</td>
<td>394</td>
<td>3,722</td>
<td>1,221</td>
<td>2,296</td>
<td>478</td>
<td>7,584</td>
</tr>
<tr>
<td>October</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>November</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
<td>3,862</td>
<td>219</td>
<td>394</td>
<td>3,722</td>
<td>1,221</td>
<td>2,296</td>
<td>478</td>
<td>7,584</td>
</tr>
</tbody>
</table>
## Passengers by Time – Summer, 2018:

### Gunnison Valley RTA Passengers by Time - Summer 2018

#### Northbound

<table>
<thead>
<tr>
<th></th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30 AM</td>
<td>174</td>
<td>974</td>
<td>1,158</td>
<td>1,146</td>
<td>111</td>
<td>3,563</td>
</tr>
<tr>
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<td>126</td>
<td>1,216</td>
<td>1,520</td>
<td>1,209</td>
<td>95</td>
<td>4,166</td>
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<td>8:35 AM</td>
<td>64</td>
<td>475</td>
<td>620</td>
<td>512</td>
<td>46</td>
<td>1,703</td>
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<td>47</td>
<td>386</td>
<td>469</td>
<td>398</td>
<td>39</td>
<td>1,339</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>90</td>
<td>606</td>
<td>785</td>
<td>667</td>
<td>88</td>
<td>2,234</td>
</tr>
<tr>
<td>1:05 PM</td>
<td>120</td>
<td>604</td>
<td>890</td>
<td>737</td>
<td>69</td>
<td>2,336</td>
</tr>
<tr>
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<td>110</td>
<td>640</td>
<td>745</td>
<td>684</td>
<td>48</td>
<td>2,233</td>
</tr>
<tr>
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<td>74</td>
<td>553</td>
<td>610</td>
<td>611</td>
<td>36</td>
<td>1,884</td>
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<td>235</td>
<td>229</td>
<td>236</td>
<td>13</td>
<td>753</td>
</tr>
<tr>
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<td>351</td>
<td>244</td>
<td>274</td>
<td>15</td>
<td>928</td>
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<td>117</td>
<td>249</td>
<td>13</td>
<td>14</td>
<td>501</td>
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<td><strong>Total</strong></td>
<td><strong>897</strong></td>
<td><strong>6,167</strong></td>
<td><strong>7,409</strong></td>
<td><strong>6,587</strong></td>
<td><strong>574</strong></td>
<td><strong>21,634</strong></td>
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</table>

#### Southbound

<table>
<thead>
<tr>
<th></th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Total</th>
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<tbody>
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<td>6:40 AM</td>
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<td>307</td>
<td>312</td>
<td>409</td>
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<td>219</td>
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<td>699</td>
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<td>8:45 AM</td>
<td>16</td>
<td>170</td>
<td>217</td>
<td>176</td>
<td>6</td>
<td>588</td>
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<tr>
<td>9:50 AM</td>
<td>50</td>
<td>223</td>
<td>276</td>
<td>268</td>
<td>33</td>
<td>850</td>
</tr>
<tr>
<td>12:15 PM</td>
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<td>401</td>
<td>460</td>
<td>507</td>
<td>33</td>
<td>1,486</td>
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<tr>
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<td>592</td>
<td>644</td>
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<td>2,021</td>
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<td>1,071</td>
<td>1,212</td>
<td>107</td>
<td>3,660</td>
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<td>899</td>
<td>1,055</td>
<td>917</td>
<td>47</td>
<td>3,047</td>
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<td>583</td>
<td>669</td>
<td>548</td>
<td>55</td>
<td>1,913</td>
</tr>
<tr>
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<td>640</td>
<td>805</td>
<td>813</td>
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<td>2,394</td>
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<td>877</td>
<td>720</td>
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<td><strong>880</strong></td>
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<td><strong>6,516</strong></td>
<td><strong>6,467</strong></td>
<td><strong>489</strong></td>
<td><strong>20,112</strong></td>
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### Average Riders per Bus - Summer 2018

#### Northbound

<table>
<thead>
<tr>
<th></th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30 AM</td>
<td>29</td>
<td>325</td>
<td>374</td>
<td>370</td>
<td>37</td>
<td>35.3</td>
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<td>21</td>
<td>405</td>
<td>490</td>
<td>390</td>
<td>31.7</td>
<td>41.2</td>
</tr>
<tr>
<td>8:35 AM</td>
<td>10</td>
<td>160</td>
<td>19.4</td>
<td>16.6</td>
<td>15.3</td>
<td>15.3</td>
</tr>
<tr>
<td>9:35 AM</td>
<td>7.8</td>
<td>12.9</td>
<td>15.1</td>
<td>12.5</td>
<td>13.8</td>
<td>13.3</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>15</td>
<td>25.3</td>
<td>21.5</td>
<td>21.5</td>
<td>29.3</td>
<td>22.1</td>
</tr>
<tr>
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<td>29.1</td>
<td>25.8</td>
<td>23.8</td>
<td>23.0</td>
<td>23.1</td>
</tr>
<tr>
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<td>24.0</td>
<td>22.1</td>
<td>16.0</td>
<td>22.1</td>
</tr>
<tr>
<td>5:20 PM</td>
<td>12.3</td>
<td>19.4</td>
<td>19.7</td>
<td>19.7</td>
<td>12.0</td>
<td>16.7</td>
</tr>
<tr>
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<td>7.8</td>
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<td><strong>21.7</strong></td>
<td><strong>19.3</strong></td>
<td><strong>17.4</strong></td>
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#### Southbound

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<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Total</th>
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<td>4.3</td>
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</tr>
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<td><strong>19.0</strong></td>
<td><strong>14.8</strong></td>
<td><strong>18.1</strong></td>
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**Overall Total**

| Northbound | 1,777 | 11,927 | 13,925 | 13,054 | 1,063 | 41,746 |
| Southbound | 13.5 | 18.1 | 20.4 | 19.1 | 16.1 | 18.8 |
### Gunnison Valley RTA Passengers by Time - Fall 2018

#### Northbound

<table>
<thead>
<tr>
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<th>Nov</th>
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<td></td>
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<td>595</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>518</td>
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<td></td>
<td>518</td>
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<td>542</td>
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<td>7:05 PM</td>
<td>317</td>
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<td></td>
<td>317</td>
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<tr>
<td>10:10 PM</td>
<td>105</td>
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<tr>
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#### Southbound

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<th>Nov</th>
<th>Total</th>
</tr>
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<td></td>
<td>340</td>
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<tr>
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<td></td>
<td>211</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>185</td>
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<tr>
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<td>358</td>
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<tr>
<td>4:15 PM</td>
<td>876</td>
<td></td>
<td></td>
<td>876</td>
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<tr>
<td>5:15 PM</td>
<td>789</td>
<td></td>
<td></td>
<td>789</td>
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<tr>
<td><strong>Total</strong></td>
<td>3,722</td>
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### Average Riders per Bus - Fall 2018

#### Northbound

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<th>Nov</th>
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<td>23.0</td>
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<tr>
<td>9:50 AM</td>
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<td></td>
<td></td>
<td>14.7</td>
</tr>
<tr>
<td>12:15 PM</td>
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<td></td>
<td></td>
<td>22.0</td>
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<td>19.2</td>
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<td></td>
<td>19.2</td>
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<td>20.1</td>
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#### Southbound

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<td>6.9</td>
</tr>
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<td></td>
<td>13.3</td>
</tr>
<tr>
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<td>32.4</td>
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<td>32.4</td>
</tr>
<tr>
<td>10:15 AM</td>
<td>29.2</td>
<td></td>
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<td>29.2</td>
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<td>19.2</td>
<td></td>
<td></td>
<td>19.2</td>
</tr>
<tr>
<td>2:35 PM</td>
<td>16.5</td>
<td></td>
<td></td>
<td>16.5</td>
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**Overall Total** 7,584 17.6
### GVRTA On-Time Performance

#### Summer - 2018

##### Southbound - Crested Butte 4-Way

<table>
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<tr>
<th></th>
<th># of Days</th>
<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
<th>Zero to 5 minutes late</th>
<th>5 to 10 minutes late</th>
<th>10 to 15 minutes late</th>
<th>More than 15 minutes late</th>
<th>Not Tracked</th>
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</thead>
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<td></td>
<td>99.9%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>June</td>
<td>30</td>
<td>330</td>
<td></td>
<td>90.3%</td>
<td>7.9%</td>
<td>0.3%</td>
<td>0.0%</td>
<td>1.5%</td>
</tr>
<tr>
<td>July</td>
<td>31</td>
<td>341</td>
<td></td>
<td>84.8%</td>
<td>11.4%</td>
<td>2.1%</td>
<td>0.3%</td>
<td>1.5%</td>
</tr>
<tr>
<td>August</td>
<td>31</td>
<td>341</td>
<td></td>
<td>90.3%</td>
<td>8.5%</td>
<td>0.6%</td>
<td>0.0%</td>
<td>0.6%</td>
</tr>
<tr>
<td>September</td>
<td>3</td>
<td>33</td>
<td></td>
<td>90.9%</td>
<td>9.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>101</strong></td>
<td><strong>1,111</strong></td>
<td></td>
<td><strong>88.8%</strong></td>
<td><strong>8.8%</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>0.2%</strong></td>
<td><strong>1.2%</strong></td>
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</table>

##### Southbound - CB South

<table>
<thead>
<tr>
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<th>Percentage of Expected Trips</th>
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<th>5 to 10 minutes late</th>
<th>10 to 15 minutes late</th>
<th>More than 15 minutes late</th>
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</thead>
<tbody>
<tr>
<td>May</td>
<td>6</td>
<td>66</td>
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<td>0.0%</td>
<td>1.5%</td>
<td>4.5%</td>
</tr>
<tr>
<td>June</td>
<td>30</td>
<td>330</td>
<td></td>
<td>88.5%</td>
<td>8.5%</td>
<td>1.2%</td>
<td>0.0%</td>
<td>1.8%</td>
</tr>
<tr>
<td>July</td>
<td>31</td>
<td>341</td>
<td></td>
<td>82.1%</td>
<td>13.8%</td>
<td>1.5%</td>
<td>0.9%</td>
<td>1.8%</td>
</tr>
<tr>
<td>August</td>
<td>31</td>
<td>341</td>
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<td>83.3%</td>
<td>9.4%</td>
<td>0.6%</td>
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<td>1.8%</td>
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<td>9.1%</td>
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<td>0.0%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>101</strong></td>
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<td><strong>10.1%</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>0.4%</strong></td>
<td><strong>1.9%</strong></td>
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##### Northbound - Western (Colorado & Ohio)

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<th>10 to 15 minutes late</th>
<th>More than 15 minutes late</th>
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</thead>
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<td></td>
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<td>3.0%</td>
<td>3.0%</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
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<td>330</td>
<td></td>
<td>78.5%</td>
<td>14.2%</td>
<td>1.5%</td>
<td>0.6%</td>
<td>5.2%</td>
</tr>
<tr>
<td>July</td>
<td>31</td>
<td>341</td>
<td></td>
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<td>12.3%</td>
<td>2.3%</td>
<td>0.9%</td>
<td>2.6%</td>
</tr>
<tr>
<td>August</td>
<td>31</td>
<td>341</td>
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<td>8.5%</td>
<td>0.3%</td>
<td>0.0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>September</td>
<td>3</td>
<td>33</td>
<td></td>
<td>93.9%</td>
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<td><strong>1.4%</strong></td>
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##### Northbound - Spencer and Hwy 135

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<td>330</td>
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<td>8.2%</td>
<td>1.5%</td>
<td>0.0%</td>
<td>5.5%</td>
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<tr>
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<td>341</td>
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<td>2.9%</td>
<td>0.9%</td>
<td>2.3%</td>
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<tr>
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<td>0.9%</td>
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<td>0.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td><strong>6.5%</strong></td>
<td><strong>1.5%</strong></td>
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<td><strong>3.0%</strong></td>
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</table>

##### Northbound - CB South

<table>
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<th>10 to 15 minutes late</th>
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<td>4.2%</td>
<td>1.2%</td>
<td>3.3%</td>
</tr>
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<td>2.8%</td>
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<td>0.0%</td>
<td>2.3%</td>
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<tr>
<td>September</td>
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<td>0.0%</td>
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<td><strong>2.3%</strong></td>
<td><strong>1.1%</strong></td>
<td><strong>2.9%</strong></td>
</tr>
</tbody>
</table>

**Average:** 86.8% 9.0% 1.5% 0.5% 2.3%
On Time Performance – Fall, 2018:

### Southbound - Crested Butte 4-Way

<table>
<thead>
<tr>
<th># of Days</th>
<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Zero to 5 minutes late</td>
</tr>
<tr>
<td>September</td>
<td>27</td>
<td>216</td>
</tr>
<tr>
<td>October</td>
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<tr>
<td>November</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
<td>216</td>
</tr>
</tbody>
</table>

### Southbound - CB South

<table>
<thead>
<tr>
<th># of Days</th>
<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Zero to 5 minutes late</td>
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<tr>
<td>September</td>
<td>27</td>
<td>216</td>
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<tr>
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<tr>
<td>November</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
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</tbody>
</table>

### Northbound - Western (Colorado & Ohio)

<table>
<thead>
<tr>
<th># of Days</th>
<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>September</td>
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<td>November</td>
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<td></td>
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<tr>
<td>Total</td>
<td>27</td>
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### Northbound - Spencer and Hwy 135

<table>
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<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
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<tr>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
<td>216</td>
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</tbody>
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### Northbound - CB South

<table>
<thead>
<tr>
<th># of Days</th>
<th>Expected # of Trips</th>
<th>Percentage of Expected Trips</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>September</td>
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<td>November</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
<td>216</td>
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</tbody>
</table>

**Average:** 91.4%  6.7%  0.6%  0.2%  1.1%
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<thead>
<tr>
<th>Date</th>
<th>Complaint</th>
<th>Late run</th>
<th>Missed Runs</th>
<th>Reason</th>
<th>ADA/lift deployment</th>
<th>Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/4/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>9:50am SB</td>
<td></td>
</tr>
<tr>
<td>9/5/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>11:00am NB</td>
<td></td>
</tr>
<tr>
<td>9/5/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>4:00pm NB</td>
<td></td>
</tr>
<tr>
<td>9/13/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>12:15pm SB</td>
<td></td>
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<tr>
<td>9/17/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>04:15pm SB</td>
<td></td>
</tr>
<tr>
<td>9/25/2018</td>
<td>ADA Lift</td>
<td></td>
<td></td>
<td></td>
<td>12:15pm SB</td>
<td></td>
</tr>
<tr>
<td>9/2/2018</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Driver Error, Misread time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/5/2018</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/27/2018</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Traffic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/12/2018</td>
<td>Yes</td>
<td></td>
<td></td>
<td>SB Run</td>
<td></td>
<td>SB RTA- Lady waiting to pull onto HWY 135 S at Apache- RTA Driver frantically waving at her to pull out so he could pull over to drop of pax, forced her to pull out in traffic and cut off the vehicle behind the bus.</td>
</tr>
</tbody>
</table>
### Miles per Bus:

<table>
<thead>
<tr>
<th></th>
<th>#81</th>
<th>#83</th>
<th>#84</th>
<th>#87</th>
<th>#88</th>
<th>#89</th>
<th>AEX Buses</th>
<th>Total Bus Miles (odom.)</th>
<th>Total Revenue Miles</th>
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</thead>
<tbody>
<tr>
<td>January</td>
<td>1,089</td>
<td>438</td>
<td>3,389</td>
<td>10,397</td>
<td>10,698</td>
<td>9,547</td>
<td>-</td>
<td>35,558</td>
<td>36,834</td>
</tr>
<tr>
<td>February</td>
<td>7,506</td>
<td>1,511</td>
<td>2,355</td>
<td>11,409</td>
<td>6,879</td>
<td>9,434</td>
<td>352</td>
<td>39,446</td>
<td>32,112</td>
</tr>
<tr>
<td>March</td>
<td>458</td>
<td>213</td>
<td>2,195</td>
<td>8,603</td>
<td>11,742</td>
<td>10,380</td>
<td>-</td>
<td>33,591</td>
<td>35,014</td>
</tr>
<tr>
<td>April</td>
<td>-</td>
<td>2,233</td>
<td>1,514</td>
<td>4,033</td>
<td>4,103</td>
<td>10,654</td>
<td>-</td>
<td>22,557</td>
<td>20,744</td>
</tr>
<tr>
<td>May</td>
<td>2,200</td>
<td>1,505</td>
<td>602</td>
<td>428</td>
<td>873</td>
<td>13,843</td>
<td>-</td>
<td>19,451</td>
<td>17,822</td>
</tr>
<tr>
<td>June</td>
<td>3,015</td>
<td>2,486</td>
<td>1,507</td>
<td>1,096</td>
<td>3,590</td>
<td>12,528</td>
<td>-</td>
<td>24,222</td>
<td>22,110</td>
</tr>
<tr>
<td>July</td>
<td>1,072</td>
<td>577</td>
<td>1,539</td>
<td>6,074</td>
<td>2,510</td>
<td>10,807</td>
<td>-</td>
<td>22,579</td>
<td>22,847</td>
</tr>
<tr>
<td>August</td>
<td>128</td>
<td>900</td>
<td>-</td>
<td>8,142</td>
<td>5,935</td>
<td>8,307</td>
<td>-</td>
<td>23,412</td>
<td>22,847</td>
</tr>
<tr>
<td>September</td>
<td>-</td>
<td>368</td>
<td>-</td>
<td>4,436</td>
<td>4,813</td>
<td>8,459</td>
<td>-</td>
<td>18,076</td>
<td>16,683</td>
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<tr>
<td>October</td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>November</td>
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<td>December</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>15,468</td>
<td>10,231</td>
<td>13,101</td>
<td>54,618</td>
<td>51,143</td>
<td>93,959</td>
<td>352</td>
<td>238,872</td>
<td>227,013</td>
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### Repairs per Bus:

<table>
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<th>#83</th>
<th>#84</th>
<th>#87</th>
<th>#88</th>
<th>#89</th>
<th>Inventory / All Buses</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 272</td>
<td>$ -</td>
<td>$ 600</td>
<td>$ 605</td>
<td>$ 389</td>
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<tr>
<td>February</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 393</td>
<td>$ 872</td>
<td>$ 882</td>
<td>$ 458</td>
<td>$ 1,858</td>
<td>$ 1,595</td>
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<tr>
<td>March</td>
<td>$ 2,357</td>
<td>$ 1,103</td>
<td>$ -</td>
<td>$ 4,031</td>
<td>$ 4,535</td>
<td>$ 1,897</td>
<td>$ 2,498</td>
<td>$ 16,421</td>
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<tr>
<td>April</td>
<td>$ 6,747</td>
<td>$ 363</td>
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<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<td>$ 303</td>
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<td>$ 1,899</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 3,992</td>
<td>$ 501</td>
</tr>
<tr>
<td>June</td>
<td>$ 573</td>
<td>$ 394</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 1,116</td>
<td>$ 1,246</td>
</tr>
<tr>
<td>July</td>
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<td>$ 394</td>
<td>$ -</td>
<td>$ 713</td>
<td>$ 610</td>
<td>$ 1,640</td>
<td>$ (545)</td>
<td>$ 3,236</td>
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<tr>
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<td>$ -</td>
<td>$ 1,092</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 718</td>
<td>$ 700</td>
<td>$ 3,633</td>
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<tr>
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<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 242</td>
<td>$ 124</td>
<td>$ -</td>
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<td>October</td>
<td></td>
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<td></td>
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<td>$ -</td>
</tr>
<tr>
<td>November</td>
<td></td>
<td></td>
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<td>$ -</td>
</tr>
<tr>
<td>December</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
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<td>$ 2,253</td>
<td>$ 4,848</td>
<td>$ 5,523</td>
<td>$ 8,193</td>
<td>$ 9,959</td>
<td>$ 13,574</td>
<td>$ 57,920</td>
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### Seniorship Reports on the RTA Funded Senior Services - 2018

<table>
<thead>
<tr>
<th>Month</th>
<th>Gunnison Riders</th>
<th>CB Riders</th>
<th>Total Riders</th>
<th>Gunnison Miles</th>
<th>CB Miles</th>
<th>Total Miles</th>
<th>Gunnison Invoices</th>
<th>CB Invoices</th>
<th>Total Invoices</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1,071</td>
<td>134</td>
<td>1,205</td>
<td>2,759</td>
<td>1,116</td>
<td>3,875</td>
<td>$ 14,912</td>
<td>$ 1,879</td>
<td>$ 16,791</td>
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<tr>
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<td>1,015</td>
<td>104</td>
<td>1,119</td>
<td>2,463</td>
<td>816</td>
<td>3,279</td>
<td>$ 12,420</td>
<td>$ 1,345</td>
<td>$ 13,765</td>
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<tr>
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<td>1,237</td>
<td>150</td>
<td>1,387</td>
<td>3,033</td>
<td>1,123</td>
<td>4,156</td>
<td>$ 11,231</td>
<td>$ 1,333</td>
<td>$ 12,564</td>
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<tr>
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<td>139</td>
<td>1,429</td>
<td>3,078</td>
<td>1,210</td>
<td>4,288</td>
<td>$ 12,105</td>
<td>$ 1,811</td>
<td>$ 13,916</td>
</tr>
<tr>
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<td>1,088</td>
<td>96</td>
<td>1,194</td>
<td>2,783</td>
<td>906</td>
<td>3,689</td>
<td>$ 11,830</td>
<td>$ 1,636</td>
<td>$ 13,466</td>
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<td>107</td>
<td>1,249</td>
<td>2,901</td>
<td>1,278</td>
<td>4,179</td>
<td>$ 11,112</td>
<td>$ 2,053</td>
<td>$ 13,165</td>
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<tr>
<td>July</td>
<td>1,213</td>
<td>137</td>
<td>1,350</td>
<td>2,861</td>
<td>1,355</td>
<td>4,216</td>
<td>$ 12,591</td>
<td>$ 2,358</td>
<td>$ 14,949</td>
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<tr>
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<td>203</td>
<td>1,498</td>
<td>3,105</td>
<td>1,373</td>
<td>4,478</td>
<td>$ 14,057</td>
<td>$ 2,396</td>
<td>$ 16,453</td>
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<td>300</td>
<td>1,383</td>
<td>2,805</td>
<td>1,400</td>
<td>4,205</td>
<td>$ 12,356</td>
<td>$ 2,945</td>
<td>$ 15,301</td>
</tr>
<tr>
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<td>November</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td>10,444</td>
<td>1,370</td>
<td>11,814</td>
<td>25,788</td>
<td>10,577</td>
<td>36,365</td>
<td>$ 112,614</td>
<td>$ 17,756</td>
<td>$ 130,370</td>
</tr>
</tbody>
</table>
September 28, 2018

Re: Paving the CB South Bus loop in Red Mtn. Park

Dear Gunnison Valley RTA Board of Directors,

During our last monthly board meeting and subsequent Capital Improvement Planning and Budget Planning session, it was proposed by the Board to reach out to the RTA to see if they could participate in improving the CB South bus loop.

The CB South POA is limited in its revenues and due to its status in unincorporated Gunnison County, it does not meet the criteria for many grant funding opportunities. It is a priority of the community to begin planning for future infrastructure projects and to research potential avenues to achieve the necessary funding.

We have recently completed a Reserve Study Analysis and have procured some bids to help guide future planning projects. I have received a bid to pave the existing bus loop in the amount of $19,000.00. I have included the bid for your review.

Please consider financially assisting this improvement to further the strategic transportation plan for both the CB South community and the Gunnison Valley RTA. We would like to request a 50% contribution from the RTA to share the cost of the improvement.

Thank you for your time and consideration,

Dominic Eymere
Association Manager
Crested Butte South Property Owners Association
61 Teocalli Road
Crested Butte, CO 81224
970-349-1162
Fax 970-349-1163
Info@cbsouth.net
Adoption of Revised 2018 GVRTA Budget

Since we will be exceeding our budgeted expenditures in 2018, we are required by the State of Colorado to adopt a revised budget. Revenues are also above budget and the year-end fund balance is projected to be greater than we originally budgeted. The primary reason we are going to exceed budget on expenditures is the decision we made to purchase the lot at Whetstone Industrial Park with the Mt. Express at a cost of $225k. This expense was not in the original budget.

The proposed revisions to the budget (on the next pages) include:

General Fund
- Sales Tax Revenues are expected to be greater than originally budgeted
- Travel expenses are less than originally budgeted
- Management Services are increased due to the new contract we negotiated last spring
- Fuel is close to budget, but we ended up using more CNG fuel and less diesel fuel
- Repair and Maintenance is less than originally budgeted – primarily due to our newer vehicles and the fact that more of our vehicles are now under warranty
- Purchased Transportation Services are revised upward due to our decision to expand the schedule in November and December

Capital Fund
- The land purchase was not originally budgeted
- Capital Improvements are revised upward due to:
  - Improvements done at the Chamber of Commerce and Rec Center stops which were not previously budgeted
  - The Tall Texan and Ohio Creek bus stops costing more than originally budgeted
  - The north valley bus stops engineering costs this year which were not budgeted for

Air Command Fund
- The summer guarantees came in under the cap and we can reduce the budgeted amount
- Buy Down expenditures were less than budgeted in 2018

Senior Transportation
- Expenditures are coming in less than originally budgeted

Overall
- Revenues are being revised up by $216,665
- Expenditures are being revised up by $40,847
- All projected year-end fund balances except the capital fund are increased
- The projected year-end capital fund balance is decreased – primarily due to the land purchase
- Total revenues are now budgeted at $4.169 million and expenditures at $3.655 million
- Total year-end fund balance is being revised upward by $247,609 to a projected $3.494 million

Please see the detail of the revised budget on the next two pages. We will need to make a motion to adopt the Revised GVRTA 2018 Budget as presented or with amendments. Thank you.
# Gunnison Valley RTA - Revised 2018 Budget
Adopted by the Board of Directors November 2, 2018

<table>
<thead>
<tr>
<th>Gunnison Valley Transportation Authority - General Fund</th>
<th>Original 2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Change</th>
</tr>
</thead>
<tbody>
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<td>Sales Tax Revenues</td>
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<td>$3,370,000</td>
<td>$220,000</td>
</tr>
<tr>
<td>Sales Tax to General Fund</td>
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<td>$1,603,500</td>
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</tr>
<tr>
<td>Sales Tax to Capital Fund</td>
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</tr>
<tr>
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<td>$1,050,000</td>
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</tr>
<tr>
<td>Sales Tax to Senior Transportation Fund</td>
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<td>$3,150,000</td>
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<table>
<thead>
<tr>
<th>Beginning General Fund Balance</th>
<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Change</th>
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<tr>
<td></td>
<td>$908,435</td>
<td>$933,207</td>
<td>$24,772</td>
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Revenues:
- Sales Tax: $1,383,500 (2018), $1,603,500 (Revised 2018); Change: $220,000
- Sales Tax - Clerk: $12,500 (2018), $18,500 (Revised 2018); Change: $6,000
- Interest Charges: $500 (2018), $2,000 (Revised 2018); Change: $1,500
- Other Fines: $5,000 (2018), $7,000 (Revised 2018); Change: $2,000
- Sale of Assets: $700 (2018), $700 (Revised 2018); Change: $0
- Earnings on Investments: $21,000 (2018), $17,250 (Revised 2018); Change: $3,750
- 5311 A & O FTA 5311 Admin. & Operating Grant: $192,720 (2018), $192,720 (Revised 2018); Change: $0

Total Revenues: $1,615,220 (2018), $1,841,670 (Revised 2018); Change: $226,450

Expenses:
- One Time Expenses in 2017
- Postage: $100 (2018), $100 (Revised 2018); Change: $0
- Photocopies: $100 (2018), $100 (Revised 2018); Change: $0
- Equipment Under $4,000: $2,000 (2018), $2,050 (Revised 2018); Change: $50
- Travel - Transportation: $10,000 (2018), $4,000 (Revised 2018); Change: $6,000
- Travel - Meals: $7,000 (2018), $3,500 (Revised 2018); Change: $3,500
- Travel - Lodging: $7,000 (2018), $3,500 (Revised 2018); Change: $3,500
- Legal Services: $8,000 (2018), $8,000 (Revised 2018); Change: $0
- Contracted Temporary Help - Marcy & RAE: $1,500 (2018), $2,200 (Revised 2018); Change: $700
- Contracted Svcs - GPS, Poponi, Consultants: $45,000 (2018), $40,000 (Revised 2018); Change: $5,000
- Management Services - Truxex: $34,000 (2018), $70,000 (Revised 2018); Change: $36,000
- Professional Services - Airplanners: $66,000 (2018), $66,000 (Revised 2018); Change: $0
- Meetings - Registrations: $300 (2018), $600 (Revised 2018); Change: $300
- Stat's Fees: $20,000 (2018), $12,200 (Revised 2018); Change: $7,800
- Treasurer's Fees: $30,000 (2018), $32,000 (Revised 2018); Change: $2,000
- Rental - Buildings & Land: $47,200 (2018), $47,200 (Revised 2018); Change: $0
- Advertising, Notices, Public Outreach & Website: $17,500 (2018), $20,000 (Revised 2018); Change: $2,500
- Dues & Memberships: $2,000 (2018), $1,925 (Revised 2018); Change: $75
- Auditing: $3,000 (2018), $2,760 (Revised 2018); Change: $240
- Insurance & Bonds: $4,400 (2018), $3,167 (Revised 2018); Change: $1,233
- Investment Commissions/Fees: $50 (2018), $50 (Revised 2018); Change: $0
- Transfer to County General Fund: $10,000 (2018), $10,000 (Revised 2018); Change: $0
- Bus Stop Maintenance: $5,000 (2018), $5,000 (Revised 2018); Change: $0
- 5311 - A Management Services - Truxex: $68,000 (2018), $70,000 (Revised 2018); Change: $2,000
- 5311 - O Diesel Fuel: $114,375 (2018), $95,000 (Revised 2018); Change: $19,375
- 5311 - O CNG Fuel: $38,125 (2018), $60,000 (Revised 2018); Change: $21,875
- 5311 - O Repair & Maintenance - Vehicles: $147,000 (2018), $123,000 (Revised 2018); Change: $22,000
- 5311 - O Purchased Transportation Services: $795,000 (2018), $870,000 (Revised 2018); Change: $75,000

Total Expenditures: $1,482,650 (2018), $1,554,352 (Revised 2018); Change: $71,702

Ending General Fund Balance
- $1,041,005 (2018), $1,220,525 (Revised 2018); Change: $179,520
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<tr>
<th>Fund</th>
<th>Revised 2018 Budget</th>
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<td><strong>RTA Capital Reserve Fund</strong></td>
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<td><strong>Beginning Fund Balance</strong></td>
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<td>5339 - C</td>
<td>$571,200</td>
<td>$561,415</td>
<td>$(9,785)</td>
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<td>5311/5399/FASTER Capital Grant</td>
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<td><strong>Ending Fund Balance</strong></td>
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<td>$217,579</td>
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<td><strong>RTA Air Command Fund</strong></td>
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<td>$354,079</td>
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<td><strong>RTA Senior Transportation Fund</strong></td>
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<tr>
<td><strong>Beginning Fund Balance</strong></td>
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<td><strong>Revenues:</strong></td>
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<td>Funds from RTA General Fund</td>
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<td>$183,000</td>
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<td><strong>Ending Fund Balance</strong></td>
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<td><strong>RTA Total Revenues and Expenditures</strong></td>
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<td><strong>Ending Fund Balance</strong></td>
<td>$3,346,761</td>
<td>$3,394,270</td>
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<tr>
<td><strong>RTA Summary of all Funds</strong></td>
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<td><strong>Fund Balances</strong></td>
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<td>Unrestricted General Fund Balance</td>
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<td>Air Command Fund Balance</td>
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<td>Senior Transportation Fund Balance</td>
<td>$227,185</td>
<td>$259,729</td>
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<td><strong>Total Fund Balance</strong></td>
<td>$3,346,761</td>
<td>$3,494,270</td>
<td>$47,509</td>
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</table>
Gunnison Valley RTA - 2019 Budget

The 2019 Budget is on the following ten pages. The first two pages are in the format that you are familiar with. The last eight pages are the same as the first two and are in the format used by the County Finance Department. The two budgets represent the same revenues and expenditures, but are formatted differently. After the RTA adopts the budget, the County will include their version in the County budget and adopt the entire budget in December.

Budget Assumptions

General Fund:
- Sales tax is projected to increase 2.75% in 2019 over 2018
- The bus operating grant will be $212,000 in 2019
- Contracts for service are included in the budget at previously approved amounts with:
  - Humore.us
  - Truex Management Services
  - Airplanners
- Advertising has been increased to include a possible website redesign
- Dues and memberships are increased to cover POA dues for the Whetstone lot
- Insurance has been increased for possible insurance on the Whetstone lot
- Fuel has been moved to more CNG and less diesel based upon using the new CNG vehicles more in 2019 which will be the best way to extend warranties for all of the vehicles
- Repair and Maintenance has been reduced due to more vehicles falling under warranty
- Purchased Transportation Services, R&M, and Fuel all reflect the projected costs for providing:
  - 25 round trips in the winter
  - 13 round trips in the summer
  - 8 round trips in the spring and fall

Capital Reserve Fund:
- Contribution to the fund from sales tax is increased to $650,000 to cover expected costs in 2019
- Grant funding includes $574,400 from the FTA for a CNG bus purchase and another $574,400 from the State for a second CNG bus purchase.
- Bus Purchases include two CNG buses at $718,000 each
- Capital Improvements include:
  - Building bus stops at Riverland, Brush Creek, and Riverbend (north and southbound) - $480k
  - Fencing and improvements at the Whetstone lot - $30k
  - Paving the CB South bus stop (50%) - $10k
  - Contingencies - $25k
- We continue to follow our five-year capital plan to complete planned improvements

Air Command Fund:
- Winter guarantees are known and budgeted for full MRG Cap payments
- Summer is budgeted at $300k

Senior Transportation Fund:
- Revenues are increased by the Denver, Boulder, Greeley CPI (3.7%) and rounded up to the next thousand
- Expenditures are increased to possibly fund later evening service starting in June, 2019

If all of these assumptions and the following budget are acceptable, we will need a motion to adopt the GVRTA 2019 Budget as presented or amended.
# Gunnison Valley RTA - 2019 Budget

Adopted by the Board of Directors November 2, 2018

## Gunnison Valley Transportation Authority - General Fund

**Revised 2018 Budget and 2019 Budget**

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>Original 2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
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<td><strong>Sales Tax Revenues</strong></td>
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<tr>
<td>Sales Tax to General Fund</td>
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<td>Sales Tax to Senior Transportation Fund</td>
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<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
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<tr>
<td><strong>Revenues:</strong></td>
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<tr>
<td>Sales Tax</td>
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<td><strong>Expenditures:</strong></td>
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<td>One Time Expenses in 2017</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Ending General Fund Balance</strong></th>
<th>2017 Actual</th>
<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
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<tr>
<td><strong>Ending General Fund Balance</strong></td>
<td>$933,208</td>
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<td>$1,220,525</td>
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## RTA Capital Reserve Fund
Revised 2018 Budget and 2019 Budget

<table>
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<tr>
<th></th>
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<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
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<td><strong>Beginning Fund Balance</strong></td>
<td>$ 595,248</td>
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<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5339 - C 5311/5399/FASTER Capital Grant</td>
<td>$ 167,924</td>
<td>$ 571,200</td>
<td>$ 561,415</td>
<td>$ 1,148,800</td>
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<tr>
<td>Funds from RTA General Fund</td>
<td>$ 400,000</td>
<td>$ 450,000</td>
<td>$ 450,000</td>
<td>$ 650,000</td>
</tr>
<tr>
<td><strong>Capital Fund Revenues</strong></td>
<td>$ 567,924</td>
<td>$ 1,021,200</td>
<td>$ 1,011,415</td>
<td>$ 1,798,800</td>
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<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5339 - C Bus Purchase</td>
<td>$ 695,159</td>
<td>$ 714,000</td>
<td>$ 701,769</td>
<td>$ 1,436,000</td>
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<tr>
<td>Land Purchase</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 225,080</td>
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<tr>
<td>Capital Improvements</td>
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<td>$ 240,000</td>
<td>$ 335,000</td>
<td>$ 545,000</td>
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<td><strong>Capital Fund Expenditures</strong></td>
<td>$ 695,159</td>
<td>$ 954,000</td>
<td>$ 1,261,849</td>
<td>$ 1,981,000</td>
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<td><strong>Ending Fund Balance</strong></td>
<td>$ 468,013</td>
<td>$ 535,213</td>
<td>$ 217,579</td>
<td>$ 35,379</td>
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</table>

## RTA Air Command Fund
Revised 2018 Budget and 2019 Budget

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$ 1,600,000</td>
<td>$ 1,364,773</td>
<td>$ 1,403,148</td>
<td>$ 1,797,437</td>
</tr>
<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$ 1,000,000</td>
<td>$ 1,050,000</td>
<td>$ 1,050,000</td>
<td>$ 1,050,000</td>
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<tr>
<td><strong>RTA Air Command Fund Revenues</strong></td>
<td>$ 1,000,000</td>
<td>$ 1,050,000</td>
<td>$ 1,050,000</td>
<td>$ 1,050,000</td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airline Guarantees - Winter, 18-19</td>
<td>$ 1,028,262</td>
<td>$ 571,415</td>
<td>$ 571,415</td>
<td>$ 628,000</td>
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<tr>
<td>Airline Guarantees - Summer, 2019</td>
<td>$ 106,984</td>
<td>$ 300,000</td>
<td>$ 73,517</td>
<td>$ 300,000</td>
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<tr>
<td>Buy Down Programs</td>
<td>$ 61,616</td>
<td>$ 100,000</td>
<td>$ 10,779</td>
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<tr>
<td><strong>RTA Air Command Fund Expenditures</strong></td>
<td>$ 1,196,852</td>
<td>$ 971,415</td>
<td>$ 655,711</td>
<td>$ 928,000</td>
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<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$ 1,403,148</td>
<td>$ 1,443,368</td>
<td>$ 1,797,437</td>
<td>$ 1,919,437</td>
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## RTA Senior Transportation Fund
Revised 2018 Budget and 2019 Budget

<table>
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<tr>
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<th>2017 Actual</th>
<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$ 70,580</td>
<td>$ 166,685</td>
<td>$ 175,229</td>
<td>$ 258,729</td>
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<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Funds from RTA General Fund</td>
<td>$ 259,000</td>
<td>$ 266,500</td>
<td>$ 266,500</td>
<td>$ 277,000</td>
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<tr>
<td><strong>Senior Transportation Fund Revenues</strong></td>
<td>$ 259,000</td>
<td>$ 266,500</td>
<td>$ 266,500</td>
<td>$ 277,000</td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contracted Services</td>
<td>$ 154,351</td>
<td>$ 206,000</td>
<td>$ 183,000</td>
<td>$ 224,000</td>
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<tr>
<td><strong>Senior Transportation Fund Expenditures</strong></td>
<td>$ 154,351</td>
<td>$ 206,000</td>
<td>$ 183,000</td>
<td>$ 224,000</td>
</tr>
<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$ 175,229</td>
<td>$ 227,185</td>
<td>$ 258,729</td>
<td>$ 311,729</td>
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## RTA Total Revenues and Expenditures
Revised 2018 Budget and 2019 Budget

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget</th>
<th>Revised 2018 Budget</th>
<th>Adopted 2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$ 2,999,896</td>
<td>$ 2,907,906</td>
<td>$ 2,979,597</td>
<td>$ 3,494,270</td>
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<tr>
<td><strong>Revenues:</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$ 3,541,644</td>
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<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$ 3,561,942</td>
<td></td>
<td></td>
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<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$ 2,979,598</td>
<td>$ 3,246,761</td>
<td>$ 3,494,270</td>
<td>$ 3,393,670</td>
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## RTA Summary of all Funds
Revised 2018 Budget and 2019 Budget

<table>
<thead>
<tr>
<th>Fund Balances</th>
<th>Year End 2017 Actual</th>
<th>Year End 2018 Budget</th>
<th>Year End 2018 Budget</th>
<th>Year End 2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted General Fund Balance</td>
<td>$ 393,207</td>
<td>$ 1,041,005</td>
<td>$ 1,220,525</td>
<td>$ 1,127,125</td>
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<tr>
<td>Air Command Fund Balance</td>
<td>$ 1,403,148</td>
<td>$ 1,443,358</td>
<td>$ 1,797,437</td>
<td>$ 1,919,437</td>
</tr>
<tr>
<td>Senior Transportation Fund Balance</td>
<td>$ 175,229</td>
<td>$ 227,185</td>
<td>$ 258,729</td>
<td>$ 311,729</td>
</tr>
<tr>
<td>Capital Reserve Fund Balance</td>
<td>$ 468,013</td>
<td>$ 535,213</td>
<td>$ 217,579</td>
<td>$ 35,379</td>
</tr>
<tr>
<td><strong>Total Fund Balance</strong></td>
<td>$ 2,979,597</td>
<td>$ 3,246,761</td>
<td>$ 3,494,270</td>
<td>$ 3,393,670</td>
</tr>
</tbody>
</table>
# Gunnison County, Colorado

## 2019 Budget

### Budget Summary

#### Rural Transportation Authority

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>1,527,561</td>
<td>384,206</td>
<td>1,143,355</td>
<td>1,422,596</td>
<td>320,150</td>
<td>1,102,350</td>
</tr>
<tr>
<td>210-00104-1</td>
<td>25,761</td>
<td>68,000</td>
<td>(42,239)</td>
<td>-</td>
<td>66,000</td>
<td>(68,000)</td>
</tr>
<tr>
<td>210-00104-2</td>
<td>161,340</td>
<td>1,063,317</td>
<td>(901,977)</td>
<td>192,720</td>
<td>1,094,500</td>
<td>(901,780)</td>
</tr>
<tr>
<td>210-00104-3</td>
<td>571,290</td>
<td>-</td>
<td>-</td>
<td>719,000</td>
<td>-</td>
<td>(142,000)</td>
</tr>
<tr>
<td>210-00104-4</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>210-011000-0</td>
<td>400,800</td>
<td>-</td>
<td>-</td>
<td>400,000</td>
<td>450,000</td>
<td>240,000</td>
</tr>
<tr>
<td>210-01351-0</td>
<td>167,924</td>
<td>695,159</td>
<td>(527,235)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>210-02000-0</td>
<td>1,000,000</td>
<td>1,196,832</td>
<td>(196,832)</td>
<td>1,050,000</td>
<td>971,415</td>
<td>78,585</td>
</tr>
<tr>
<td>830</td>
<td>209,800</td>
<td>154,351</td>
<td>54,449</td>
<td>266,596</td>
<td>206,600</td>
<td>60,500</td>
</tr>
</tbody>
</table>

**Totals**

|              | 3,541,586| 3,561,885 | (20,309) | 3,952,920| 3,614,065 | 338,855 |

### Fund Balance Summary

<table>
<thead>
<tr>
<th>Fund Balance</th>
<th>2017 Actual</th>
<th>2018 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning</td>
<td>2,999,896</td>
<td>2,907,906</td>
</tr>
<tr>
<td>Ending</td>
<td>2,979,997</td>
<td>3,246,781</td>
</tr>
</tbody>
</table>

Ending Fund Balance % of Total Expenditures

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Transportation Authority</td>
<td>83.65%</td>
<td>89.84%</td>
</tr>
<tr>
<td>Capital Expenditures</td>
<td>2,121,891</td>
<td>1,947,676</td>
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<tr>
<td>Air Command</td>
<td>(196,852)</td>
<td>78,585</td>
</tr>
<tr>
<td>Senior Transportation</td>
<td>104,649</td>
<td>69,500</td>
</tr>
</tbody>
</table>

### 2018 Projected

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>1,548,800</td>
<td>359,955</td>
<td>1,188,845</td>
<td>1,528,750</td>
<td>359,955</td>
<td>1,168,800</td>
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<tr>
<td>210-00104-1</td>
<td>70,000</td>
<td>-</td>
<td>70,000</td>
<td>70,000</td>
<td>-</td>
<td>70,000</td>
</tr>
<tr>
<td>210-00104-2</td>
<td>192,720</td>
<td>1,050,000</td>
<td>(857,280)</td>
<td>252,000</td>
<td>1,376,000</td>
<td>(1,124,000)</td>
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<tr>
<td>210-00104-3</td>
<td>597,415</td>
<td>735,782</td>
<td>(138,367)</td>
<td>1,348,000</td>
<td>1,456,000</td>
<td>(108,000)</td>
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<tr>
<td>210-00104-4</td>
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<td>-</td>
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<tr>
<td>210-011000-0</td>
<td>450,000</td>
<td>590,000</td>
<td>(140,000)</td>
<td>650,000</td>
<td>545,000</td>
<td>105,000</td>
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<tr>
<td>210-01351-0</td>
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<tr>
<td>210-02000-0</td>
<td>1,050,000</td>
<td>655,771</td>
<td>394,229</td>
<td>1,050,000</td>
<td>520,000</td>
<td>530,000</td>
</tr>
<tr>
<td>830</td>
<td>268,580</td>
<td>85,000</td>
<td>183,580</td>
<td>277,000</td>
<td>224,000</td>
<td>53,000</td>
</tr>
</tbody>
</table>

**Totals**

|              | 4,169,595| 3,654,970 | 514,625 |

### 2019 Budget

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
<th>Revenues</th>
<th>Expenditures</th>
<th>Excess Revenues (Net Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>1,527,561</td>
<td>384,206</td>
<td>1,143,355</td>
<td>1,422,596</td>
<td>320,150</td>
<td>1,102,350</td>
</tr>
<tr>
<td>210-00104-1</td>
<td>25,761</td>
<td>68,000</td>
<td>(42,239)</td>
<td>-</td>
<td>66,000</td>
<td>(68,000)</td>
</tr>
<tr>
<td>210-00104-2</td>
<td>161,340</td>
<td>1,063,317</td>
<td>(901,977)</td>
<td>192,720</td>
<td>1,094,500</td>
<td>(901,780)</td>
</tr>
<tr>
<td>210-00104-3</td>
<td>571,290</td>
<td>-</td>
<td>-</td>
<td>719,000</td>
<td>-</td>
<td>(142,000)</td>
</tr>
<tr>
<td>210-00104-4</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>210-011000-0</td>
<td>400,800</td>
<td>-</td>
<td>-</td>
<td>400,000</td>
<td>450,000</td>
<td>240,000</td>
</tr>
<tr>
<td>210-01351-0</td>
<td>167,924</td>
<td>695,159</td>
<td>(527,235)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>210-02000-0</td>
<td>1,000,000</td>
<td>1,196,832</td>
<td>(196,832)</td>
<td>1,050,000</td>
<td>971,415</td>
<td>78,585</td>
</tr>
<tr>
<td>830</td>
<td>209,800</td>
<td>154,351</td>
<td>54,449</td>
<td>266,596</td>
<td>206,600</td>
<td>60,500</td>
</tr>
</tbody>
</table>

**Totals**

|              | 3,952,920| 3,614,065 | 338,855 |

### Fund Balance Summary

<table>
<thead>
<tr>
<th>Fund Balance</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning</td>
<td>2,979,997</td>
<td>3,293,670</td>
</tr>
<tr>
<td>Ending</td>
<td>3,494,270</td>
<td>3,393,670</td>
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</table>

Ending Fund Balance % of Total Expenditures

<table>
<thead>
<tr>
<th>Cost Center</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Transportation Authority</td>
<td>95.0%</td>
<td>98.5%</td>
</tr>
<tr>
<td>Capital Expenditures</td>
<td>2,060,785</td>
<td>1,976,925</td>
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<tr>
<td>Air Command</td>
<td>134,000</td>
<td>134,000</td>
</tr>
<tr>
<td>Senior Transportation</td>
<td>183,580</td>
<td>183,580</td>
</tr>
</tbody>
</table>
## GUNNISON COUNTY, COLORADO
### 2019 BUDGET

**Activity:** Rural Transportation Authority  
**Cost Center:** Rural Transportation Authority  
**Account:** 92210000

### Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Revenues</strong></td>
<td>1,527,561</td>
<td>1,422,500</td>
<td>1,422,500</td>
<td>1,547,796</td>
<td>1,648,950</td>
<td>1,528,750</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>384,206</td>
<td>320,150</td>
<td>320,150</td>
<td>210,571</td>
<td>334,352</td>
<td>392,050</td>
</tr>
<tr>
<td><strong>Excess Revenues (Net Cost to County)</strong></td>
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<td>1,102,350</td>
<td>1,102,350</td>
<td>1,337,225</td>
<td>1,314,598</td>
<td>1,136,700</td>
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</table>

2017 Actual Expenditures vs. 2018 Estimated Expenditures  
2018 Budget Variance (Revenues Net of Expenditures)  
2018 Expenditures Under (Over) Budget  
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>44020</td>
<td>Sales Tax</td>
<td>1,482,230</td>
<td>1,383,500</td>
<td>1,383,500</td>
<td>1,515,896</td>
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<td>1,483,000</td>
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<tr>
<td>44021</td>
<td>Sales Tax-Clerk</td>
<td>18,850</td>
<td>12,500</td>
<td>12,500</td>
<td>13,758</td>
<td>18,500</td>
<td>18,500</td>
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<td>44280</td>
<td>City of Gunnison</td>
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<tr>
<td>44281</td>
<td>Town of Crested Butte</td>
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<tr>
<td>44282</td>
<td>Town of Mt. Crested Butte</td>
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<td>Donations</td>
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<tr>
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<td>Interest Charges</td>
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<td>500</td>
<td>1,539</td>
<td>2,000</td>
<td>2,000</td>
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<tr>
<td>44599</td>
<td>Other Fees</td>
<td>6,426</td>
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<td>44610</td>
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<td>44601</td>
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<tr>
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<td>Sale of Fixed Assets</td>
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<tr>
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<td>44999</td>
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<td>-</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td>1,527,561</td>
<td>1,422,500</td>
<td>1,422,500</td>
<td>1,547,796</td>
<td>1,648,950</td>
<td>1,528,750</td>
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</table>

### Revenues

- Sales Tax
- Sales Tax-Clerk
- City of Gunnison
- Town of Crested Butte
- Town of Mt. Crested Butte
- Donations
- Contributions
- Interest Charges
- Other Fees
- Earnings on Investments
- Transfer from General Fund
- Sale of Fixed Assets
- Refund of Expenditures
- Refunding Proceeds
- Other Revenue

### Expenditures

- Postage
- Photocopy
- Diesel Fuel
- Equipment & Furn. under $4,000
- Repair & Maint - Equipment
- Travel - Transportation
- Travel - Meals
- Travel - Lodging
- Legal Services
- Contracted Temporary Help
- Contracted Services
- Management Services
- Other Professional Services
- Meetings-Supplies
- Meetings-Meals
- Meetings-Registrations
- Rental - Buildings and Land
- State Fees
- Treasurer's Fees
- Advertising & Legal Notices
- Due & Memberships
- Auditing
- Insurance & Bonds
- Contributions
- Principal Payments
- Interest Payments
- Bank Fees
- Investment Commissions/ Fees
- Transfer to General Fund
- Equipment
- Vehicles
- Other Infrastructure
- Airline Guarantees
- Purchased Transportation Svcs

**Totals** 1,527,561 1,422,500 1,422,500 1,547,796 1,648,950 1,528,750
**GUNNISON COUNTY, COLORADO**  
2019 BUDGET

**Activity:** Rural Transportation Authority  
**Cost Center:** FTA 5311 Grant-Admin-RTA  
**Account:** 92210000 G1041

### Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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<tbody>
<tr>
<td>Total Revenues</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Total Expenditures</td>
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<td>68,000</td>
<td>68,000</td>
<td>49,667</td>
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<td>(68,000)</td>
<td>(68,000)</td>
<td>(49,667)</td>
<td>(70,000)</td>
<td>(72,100)</td>
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2017 Actual Expenditures vs. 2018 Estimated Expenditures  
2018 Budget Variance (Revenues Net of Expenditures)  
2018 Expenditures Under (Over) Budget  
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 Projected</th>
<th>2019 Budget</th>
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<tbody>
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<td>44220</td>
<td>US Dept of Trans (DOT)</td>
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<tr>
<td></td>
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**Revenues**

**Expenditures**

<table>
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<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
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<th>2019 Budget</th>
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<tbody>
<tr>
<td>57328</td>
<td>Management Services</td>
<td>68,000</td>
<td>68,000</td>
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<td>38,000</td>
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<tr>
<td>57329</td>
<td>Other Professional Services</td>
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<tr>
<td></td>
<td><strong>Totals</strong></td>
<td><strong>68,000</strong></td>
<td><strong>68,000</strong></td>
<td><strong>68,000</strong></td>
<td><strong>49,667</strong></td>
<td><strong>70,000</strong></td>
<td><strong>72,100</strong></td>
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## GUNNISON COUNTY, COLORADO
### 2019 BUDGET

**Activity:** Rural Transportation Authority  
**Cost Center:** FTA 5311 Grant-Operating-RTA  
**Account:** 92210000 G1042

### Budget Summary

<table>
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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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</thead>
<tbody>
<tr>
<td><strong>Total Revenues</strong></td>
<td>161,340</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>212,000</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
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<td>1,094,500</td>
<td>1,094,500</td>
<td>705,432</td>
<td>1,150,000</td>
<td>1,370,000</td>
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<tr>
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<td>(901,780)</td>
<td>(901,780)</td>
<td>(512,712)</td>
<td>(957,280)</td>
<td>(1,158,000)</td>
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2017 Actual Expenses vs. 2018 Estimated Expenses  
2018 Budget Variance (Revenues Net of Expenditures)  
2018 Expenditures Under (Over) Budget  
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 August YTD</th>
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<tr>
<td>Revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>44220 US Dept of Trans (DOT)</td>
<td>161,340</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>212,000</td>
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<tr>
<td>44326 Passenger Fares</td>
<td>-</td>
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<td>-</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td>161,340</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>192,720</td>
<td>212,000</td>
</tr>
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</table>

**Expenditures**

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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<tbody>
<tr>
<td>56320 Diesel Fuel</td>
<td>116,465</td>
<td>152,500</td>
<td>152,500</td>
<td>61,964</td>
<td>95,000</td>
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<td>56350 CNG Fuel</td>
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<td>33,490</td>
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<tr>
<td>57220 Repair &amp; Maint - Equipment</td>
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<tr>
<td>59027 Purchased Transportation Svcs</td>
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<td>1,063,317</td>
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<td>1,094,500</td>
<td>705,432</td>
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<td>1,370,000</td>
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31
# GUNNISON COUNTY, COLORADO
## 2019 BUDGET

### Activity:
**Rural Transportation Authority**

**Cost Center:** FTA 5311 Grant-Capital-RTA

**Account:** 92210000 G1043

### Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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</thead>
<tbody>
<tr>
<td>Total Revenues</td>
<td></td>
<td>571,200</td>
<td>571,200</td>
<td>561,415</td>
<td>1,148,800</td>
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</tr>
<tr>
<td>Total Expenditures</td>
<td></td>
<td>714,000</td>
<td>714,000</td>
<td>701,769</td>
<td>1,436,000</td>
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<td>(142,800)</td>
<td>(140,354)</td>
<td>(287,200)</td>
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2017 Actual Expenditures vs. 2018 Estimated Expenditures
2018 Budget Variance (Revenues Net of Expenditures)
2018 Expenditures Under (Over) Budget
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

#### Revenues

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>44220</td>
<td>US Dept of Trans (DOT)</td>
<td></td>
<td>571,200</td>
<td>571,200</td>
<td>561,415</td>
<td>1,148,800</td>
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**Totals**

<table>
<thead>
<tr>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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</thead>
<tbody>
<tr>
<td></td>
<td><strong>571,200</strong></td>
<td><strong>571,200</strong></td>
<td><strong>561,415</strong></td>
<td><strong>1,148,800</strong></td>
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</table>

#### Expenditures

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
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<th>2018 August YTD</th>
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<tbody>
<tr>
<td>58420</td>
<td>Equipment</td>
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<td>714,000</td>
<td>701,769</td>
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<tr>
<td>58440</td>
<td>Vehicles</td>
<td></td>
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<td></td>
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</table>

**Totals**

<table>
<thead>
<tr>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>714,000</strong></td>
<td><strong>714,000</strong></td>
<td><strong>701,769</strong></td>
<td><strong>1,436,000</strong></td>
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## GUNNISON COUNTY, COLORADO
### 2019 BUDGET

**Activity:**
**Cost Center:**
**Account:** 92210010

### Budget Summary

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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenues</td>
<td>400,000</td>
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<td>450,000</td>
<td>-</td>
<td>450,000</td>
<td>650,000</td>
</tr>
<tr>
<td>Total Expenditures</td>
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<td>240,000</td>
<td>240,000</td>
<td>316,978</td>
<td>530,080</td>
<td>545,000</td>
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<tr>
<td>Excess Revenues (Net Cost to County)</td>
<td>400,000</td>
<td>210,000</td>
<td>210,000</td>
<td>(316,978)</td>
<td>(110,080)</td>
<td>105,000</td>
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2017 Actual Expenditures vs. 2018 Estimated Expenditures
2018 Budget Variance (Revenues Net of Expenditures)
2018 Expenditures Under (Over) Budget
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

<table>
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<tr>
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<th>2018 Projected</th>
<th>2019 Budget</th>
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</thead>
<tbody>
<tr>
<td>44020</td>
<td>Sales Tax</td>
<td>400,000</td>
<td>450,000</td>
<td>450,000</td>
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<td>650,000</td>
</tr>
<tr>
<td>44610</td>
<td>Earnings on Investments</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
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<td><strong>450,000</strong></td>
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<td>-</td>
<td><strong>450,000</strong></td>
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### Revenues

### Expenditures

<table>
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<th>Object Code</th>
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<td><strong>560,080</strong></td>
<td><strong>545,000</strong></td>
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</table>
## GUNNISON COUNTY, COLORADO
### 2019 BUDGET

### Activity:
- **Air Command**

### Cost Center:
- **Air Command**

### Account:
- 92210020

### Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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<tbody>
<tr>
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<td>1,050,000</td>
<td>-</td>
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<tr>
<td>Total Expenditures</td>
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<td>971,415</td>
<td>610,779</td>
<td>655,711</td>
<td>928,000</td>
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<tr>
<td>Excess Revenues (Net Cost to County)</td>
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<td>(610,779)</td>
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2017 Actual Expenditures vs. 2018 Estimated Expenditures
2018 Budget Variance (Revenues Net of Expenditures)
2018 Expenditures Under (Over) Budget
2018 Budgeted Expenditures vs. 2019 Budget Request

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<table>
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<tr>
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<th>2018 Projected</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Revenues</strong></td>
<td></td>
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</tr>
<tr>
<td>44020</td>
<td>Sales Tax</td>
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<td>Airline Guarantees</td>
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<td>971,415</td>
<td>610,779</td>
<td>655,711</td>
<td>928,000</td>
</tr>
<tr>
<td></td>
<td><strong>Totals</strong></td>
<td>1,196,852</td>
<td>971,415</td>
<td>971,415</td>
<td>610,779</td>
<td>655,711</td>
<td>928,000</td>
</tr>
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</table>
## GUNNISON COUNTY, COLORADO 2019 BUDGET

### Activity:
Senior Transportation  
**Cost Center:** Senior Transportation  
**Account:** 92530000

### Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
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<tbody>
<tr>
<td><strong>Total Revenues</strong></td>
<td>259,000</td>
<td>266,500</td>
<td>266,500</td>
<td>-</td>
<td>266,500</td>
<td>277,000</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>154,351</td>
<td>206,000</td>
<td>206,000</td>
<td>113,325</td>
<td>183,000</td>
<td>224,000</td>
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<tr>
<td><strong>Excess Revenues (Net Cost to County)</strong></td>
<td>104,649</td>
<td>60,500</td>
<td>60,500</td>
<td>(113,325)</td>
<td>83,500</td>
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2017 Actual Expenditures vs. 2018 Estimated Expenditures  
2018 Budget Variance (Revenues Net of Expenditures)  
2018 Expenditures Under (Over) Budget  
2018 Budgeted Expenditures vs. 2019 Budget Request

### Budget Detail

#### Object Code

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
</tr>
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<tbody>
<tr>
<td>44020</td>
<td>Sales Tax</td>
<td>259,000</td>
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<td>44610</td>
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</table>

**Totals**  
259,000  266,500  266,500  -  266,500  277,000

#### Expenditures

<table>
<thead>
<tr>
<th>Object Code</th>
<th>Object Description</th>
<th>2017 Actual</th>
<th>2018 Budget as Adopted</th>
<th>2018 Budget as Amended</th>
<th>2018 August YTD</th>
<th>2018 Projected</th>
<th>2019 Budget</th>
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<tbody>
<tr>
<td>56120</td>
<td>Operating Supplies</td>
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<td>224,000</td>
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<tr>
<td>57328</td>
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<td>57329</td>
<td>Other Professional Services</td>
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<td>Advertising &amp; Legal Notices</td>
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<td>58440</td>
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</table>

**Totals**  
154,351  206,000  206,000  113,325  183,000  224,000
Gunnison Valley RTA – Five Year Financial Plan – Adopted by the Board of Directors November 2, 2018

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

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

The GVRTA is in a sound financial position. Sales tax revenues continue to grow at a sustainable pace and we have received numerous grants for capital, transit operations and air service. Fund balances are at levels which can help to sustain the GVRTA in case of an economic downturn and we have been able to accelerate implementing our capital plan during this time.

The plan on the next pages include notes for revenues and for each fund. These notes include assumptions about continued growth in the economy and the plan may need to be adjusted if revenue projections are not met.

The General Fund includes sustaining bus service at 2019 levels. If revenues exceed projections, it is anticipated that these excess funds would flow to the general fund and that off-season and summer bus service schedules would be increased.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and our bus stops along Hwy 135. After improvements are complete, the plan builds the fund balance in order to create a local match for future capital grants.

The Multimodal Fund is planned to begin in 2020 and funds will be used to match grants to improve multimodal access in the valley.

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

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles and construct a storage facility in the future.
### Gunnison Valley RTA - Five Year Financial Plan - Adopted by the Board of Directors November 2, 2018

<table>
<thead>
<tr>
<th>Gunnison Valley Transportation Authority 5 Year Financial Plan</th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax Revenues</td>
<td>$3,160,000</td>
<td>$3,370,000</td>
<td>$3,460,000</td>
<td>$3,546,500</td>
<td>$3,635,163</td>
<td>$3,726,042</td>
<td>$3,819,193</td>
</tr>
<tr>
<td>Sales Tax to General Fund</td>
<td>$1,363,500</td>
<td>$1,603,500</td>
<td>$1,483,000</td>
<td>$1,686,325</td>
<td>$1,740,983</td>
<td>$1,797,008</td>
<td>$1,854,433</td>
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<tr>
<td>Sales Tax to Capital Fund</td>
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<td>$450,000</td>
<td>$650,000</td>
<td>$400,000</td>
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<td>Sales Tax to Multimodal Projects - Seed Money Fund</td>
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<td>$-</td>
<td>$-</td>
<td>$100,000</td>
<td>$100,000</td>
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<tr>
<td>Sales Tax to Air Command Fund</td>
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<td>$1,050,000</td>
<td>$1,050,000</td>
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<td>$1,103,156</td>
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<td>$266,500</td>
<td>$277,000</td>
<td>$283,925</td>
<td>$291,023</td>
<td>$298,299</td>
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<tr>
<td><strong>Total</strong></td>
<td>$3,160,000</td>
<td>$3,370,000</td>
<td>$3,460,000</td>
<td>$3,546,500</td>
<td>$3,635,163</td>
<td>$3,726,042</td>
<td>$3,819,193</td>
</tr>
</tbody>
</table>

Notes on sales tax revenues and transfers:
- Sales tax projected to increase 2.5% per year after 2019
- Transfers to capital fund are increased in 2019 to meet capital needs described in the capital fund section below
- Transfers to the Air Command fund are increased by 2.5% per year after 2019
- Transfers to the senior transportation fund are increased by 2.5% per year after 2019
<table>
<thead>
<tr>
<th>RTA - General Fund</th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
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</thead>
<tbody>
<tr>
<td>Beginning General Fund Balance</td>
<td>$908,435</td>
<td>$933,207</td>
<td>$1,220,525</td>
<td>$1,127,125</td>
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<tr>
<td>Revenues:</td>
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<tr>
<td>Sales Tax</td>
<td>$1,383,500</td>
<td>$1,603,500</td>
<td>$1,483,000</td>
<td>$1,686,325</td>
<td>$1,740,983</td>
<td>$1,797,008</td>
<td>$1,854,433</td>
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<tr>
<td>Sales Tax - Clerk</td>
<td>$12,500</td>
<td>$18,500</td>
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<td>5311 A &amp; O FTA 5311 Admin. &amp; Operating Grant</td>
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<td>$192,720</td>
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<td>$220,000</td>
<td>$225,000</td>
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<td><strong>Total Revenues</strong></td>
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<td>$10,000</td>
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<td>$2,200</td>
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<td>Contracted Svcs - GPS, Poponi, Consultants</td>
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<td>$40,000</td>
<td>$50,000</td>
<td>$52,500</td>
<td>$55,125</td>
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<td>Management Services - Truex</td>
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<td>$70,000</td>
<td>$72,100</td>
<td>$74,263</td>
<td>$76,491</td>
<td>$78,788</td>
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<td>$51,560</td>
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<td>$17,500</td>
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<td>Transfer to County General Fund</td>
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<td>Bus Stop Maintenance</td>
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<td>$7,500</td>
<td>$7,500</td>
<td>$7,500</td>
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</tr>
<tr>
<td>5311 - A Management Services - Truex</td>
<td>$88,000</td>
<td>$70,000</td>
<td>$72,100</td>
<td>$74,263</td>
<td>$76,491</td>
<td>$78,788</td>
<td>$81,149</td>
</tr>
<tr>
<td>5311 - O Diesel Fuel</td>
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<td>5311 - O CGN Fuel</td>
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<td>$133,000</td>
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<td>5311 - O Repair &amp; Maintenance - Vehicles</td>
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<td>$135,000</td>
<td>$135,000</td>
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<tr>
<td>5311 - O Purchased Transportation Services</td>
<td>$795,000</td>
<td>$870,000</td>
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<td>$1,166,990</td>
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<td><strong>Subtotal of 5311 Grant Activities</strong></td>
<td>$1,162,500</td>
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<td>$1,498,253</td>
<td>$1,534,481</td>
<td>$1,585,185</td>
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<td><strong>Total Expenditures</strong></td>
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<td><strong>Ending General Fund Balance</strong></td>
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<td>$1,282,401</td>
<td>$1,374,535</td>
<td>$1,486,820</td>
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</tbody>
</table>
Notes on the general fund:
- Sales tax is total sales tax revenues less transfers to other funds
- 5311 A&O grant is projected to grow slightly over the period
- 5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
- Bus service is projected at 25 round trips in winter, 13 in summer, and 8 in the spring and fall throughout the five years
  - Service levels could change based upon revenues
- CNG and diesel fuel use is based upon the current warranty mileage management plan
- Contract with Alpine Express increases based upon CPI and is projected at 3% per year
- Contract for management services is in place and increases at 3% per year
- POA dues are unknown at this time and are best estimates
- Other items are either flat or increase nominally

<table>
<thead>
<tr>
<th>RTA Capital Reserve Fund</th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$468,013</td>
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<td>$217,579</td>
<td>$35,379</td>
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<td><strong>Revenues:</strong></td>
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<td></td>
<td></td>
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<td>5311/5399/FASTER/SB1/SB228 Capital Grants</td>
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<td>$561,415</td>
<td>$1,148,800</td>
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<td>Funds from RTA General Fund</td>
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<tr>
<td><strong>Capital Fund Revenues</strong></td>
<td>$1,021,200</td>
<td>$1,011,415</td>
<td>$1,798,800</td>
<td>$1,003,200</td>
<td>$400,000</td>
<td>$400,000</td>
<td>$400,000</td>
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<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Purchases</td>
<td>$714,000</td>
<td>$701,769</td>
<td>$1,436,000</td>
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<tr>
<td>Land Purchase</td>
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<td>-</td>
<td>$250,000</td>
<td>-</td>
<td>$20,000</td>
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<tr>
<td>Capital Improvements</td>
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<td>$545,000</td>
<td>$250,000</td>
<td>$150,000</td>
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<tr>
<td><strong>Capital Fund Expenditures</strong></td>
<td>$954,000</td>
<td>$1,261,849</td>
<td>$1,981,000</td>
<td>$1,004,000</td>
<td>$150,000</td>
<td>-</td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$535,213</td>
<td>$217,579</td>
<td>$35,379</td>
<td>$34,579</td>
<td>$284,579</td>
<td>$684,579</td>
<td>$1,064,579</td>
</tr>
</tbody>
</table>

Notes on the capital reserve fund:
- Grants for 2019 and 2019 are known
- Grants for 2020 is planned for replacing the last Bluebird bus
- Further grants may be available in 2021-2023
- Bus stop improvements include
  - 2018 - Tall Texan and Ohio Creek bus stops
  - 2019 - Riverland, Brush Creek, Riverend bus stop construction, C8 South bus stop paving & improvements on Lot at Whetstone Industrial Park
  - 2020 - Almont bus stops
  - 2021 - Adding shelters and upgrading bus stops in Gunnison
- Fund balance is built to over $1M for local match for future capital projects by 2023
### RTA Multimodal Projects - Seed Money Fund

#### 5 Year Financial Plan

<table>
<thead>
<tr>
<th></th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 20,000</td>
<td>$ 40,000</td>
<td>$ 60,000</td>
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<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 100,000</td>
<td>$ 100,000</td>
<td>$ 100,000</td>
<td>$ 100,000</td>
</tr>
<tr>
<td>Multimodal Projects - Seed Money Revenues</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 100,000</td>
<td>$ 100,000</td>
<td>$ 100,000</td>
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<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Matching Funds for Grants for Multimodal Projects</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 80,000</td>
<td>$ 80,000</td>
<td>$ 80,000</td>
<td>$ 80,000</td>
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<tr>
<td>Multimodal Projects - Seed Money Expenditures</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 80,000</td>
<td>$ 80,000</td>
<td>$ 80,000</td>
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</tr>
<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 20,000</td>
<td>$ 40,000</td>
<td>$ 60,000</td>
<td>$ 80,000</td>
</tr>
</tbody>
</table>

Notes on the multimodal projects - seed money fund:
- Funds are planned to become available in 2020.
- Funds are to be used to match grants to develop multimodal projects within the district - specifically bike/ped trails linking communities - expenditures are not known at this time.
- Fund is expected to never exceed $250,000 and should be capped at that amount.

### RTA Air Command Fund

#### 5 Year Financial Plan

<table>
<thead>
<tr>
<th></th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$1,364,773</td>
<td>$1,403,148</td>
<td>$1,797,437</td>
<td>$1,919,437</td>
<td>$1,945,687</td>
<td>$1,948,843</td>
<td>$1,929,578</td>
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<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$1,050,000</td>
<td>$1,050,000</td>
<td>$1,050,000</td>
<td>$1,076,250</td>
<td>$1,103,156</td>
<td>$1,130,735</td>
<td>$1,159,004</td>
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<tr>
<td>RTA Air Command Fund Revenues</td>
<td>$1,050,000</td>
<td>$1,050,000</td>
<td>$1,050,000</td>
<td>$1,076,250</td>
<td>$1,103,156</td>
<td>$1,130,735</td>
<td>$1,159,004</td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airline Guarantees - Winter</td>
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<td>$571,415</td>
<td>$628,000</td>
<td>$750,000</td>
<td>$800,000</td>
<td>$850,000</td>
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<td>Airline Guarantees - Summer</td>
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<td>$300,000</td>
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<tr>
<td>Buy Down Programs</td>
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<td>RTA Air Command Fund Expenditures</td>
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<td>$655,711</td>
<td>$928,000</td>
<td>$1,050,000</td>
<td>$1,100,000</td>
<td>$1,150,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$1,443,358</td>
<td>$1,797,437</td>
<td>$1,919,437</td>
<td>$1,945,687</td>
<td>$1,948,843</td>
<td>$1,929,578</td>
<td>$1,888,582</td>
</tr>
</tbody>
</table>

Notes on the air command fund:
- Transfers to the air command fund increase by 2.5% per year after 2019.
- 2019 winter guarantees are known.
- Planned expenditures assume paying the maximum MRG amounts - which is unlikely over time.
- Fund balance should increase beyond projections allowing for larger MRG contracts in future years.
- The Air Command will continue to make recommendations regarding future contracts.
- The air command fund is difficult to plan out this far.

Gunnison Valley RTA – Five Year Financial Plan
### RTA Senior Transportation Fund

#### 5 Year Financial Plan

<table>
<thead>
<tr>
<th></th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$166,685</td>
<td>$175,229</td>
<td>$258,729</td>
<td>$311,729</td>
<td>$364,934</td>
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<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Funds from RTA General Fund</td>
<td>$266,500</td>
<td>$305,756</td>
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<tr>
<td>Senior Transportation Fund Revenues</td>
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<td>$201,023</td>
<td>$283,925</td>
<td>$291,023</td>
<td>$289,299</td>
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<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Capital Expenses</td>
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<td>$183,000</td>
<td>$224,000</td>
<td>$230,720</td>
<td>$237,642</td>
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<td>Contracted Services</td>
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<tr>
<td>Senior Transportation Fund Expenditures</td>
<td>$206,000</td>
<td>$200,000</td>
<td>$224,000</td>
<td>$230,720</td>
<td>$309,771</td>
<td>$552,114</td>
<td>$552,114</td>
</tr>
<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$227,185</td>
<td>$258,729</td>
<td>$311,729</td>
<td>$364,934</td>
<td>$353,316</td>
<td>$341,843</td>
<td>$95,486</td>
</tr>
</tbody>
</table>

Notes on the senior transportation fund:
- Transfers to the senior transportation fund increase by 2.5% per year
- Contracted expenses increase in 2019 to expand service hours into the evening and then by 3% per year
- Capital expenses include bus replacements in 2021 and 2022 and a facility expansion in 2023

### RTA Total Revenues and Expenditures

#### 5 Year Financial Plan

<table>
<thead>
<tr>
<th></th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Beginning Fund Balance</strong></td>
<td>$2,907,806</td>
<td>$2,979,597</td>
<td>$3,494,270</td>
<td>$3,393,670</td>
<td>$3,541,262</td>
<td>$3,869,139</td>
<td>$4,330,535</td>
</tr>
<tr>
<td><strong>Revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Expenditures:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>$3,614,065</td>
<td>$3,654,362</td>
<td>$4,971,150</td>
<td>$4,173,864</td>
<td>$3,484,574</td>
<td>$3,440,229</td>
<td>$3,807,076</td>
<td>$3,807,076</td>
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<tr>
<td><strong>Ending Fund Balance</strong></td>
<td>$3,246,761</td>
<td>$3,494,820</td>
<td>$3,393,670</td>
<td>$3,541,262</td>
<td>$3,869,139</td>
<td>$4,330,535</td>
<td>$4,535,466</td>
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</tbody>
</table>

### RTA Summary of all Funds

#### 5 Year Financial Plan

<table>
<thead>
<tr>
<th>Fund Balances - Year End</th>
<th>2018 Adopted Budget</th>
<th>2018 Revised Budget</th>
<th>2019 Budget</th>
<th>2020 Planned</th>
<th>2021 Planned</th>
<th>2022 Planned</th>
<th>2023 Planned</th>
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<tbody>
<tr>
<td>Unrestricted General Fund Balance</td>
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<td>$1,220,525</td>
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<td>$1,374,535</td>
<td>$1,486,820</td>
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<tr>
<td>Capital Reserve Fund Balance</td>
<td>$535,213</td>
<td>$217,579</td>
<td>$35,379</td>
<td>$34,579</td>
<td>$284,579</td>
<td>$684,579</td>
<td>$1,064,579</td>
</tr>
<tr>
<td>Multimodal Projects - Seed Money Fund</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$20,000</td>
<td>$40,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Air Command Fund Balance</td>
<td>$1,443,358</td>
<td>$1,797,437</td>
<td>$1,919,437</td>
<td>$1,945,687</td>
<td>$1,948,843</td>
<td>$1,929,578</td>
<td>$1,888,582</td>
</tr>
<tr>
<td>Senior Transportation Fund Balance</td>
<td>$227,185</td>
<td>$258,729</td>
<td>$311,729</td>
<td>$364,934</td>
<td>$353,316</td>
<td>$341,843</td>
<td>$95,486</td>
</tr>
<tr>
<td><strong>Total Fund Balance</strong></td>
<td>$3,246,761</td>
<td>$3,494,270</td>
<td>$3,393,670</td>
<td>$3,561,262</td>
<td>$3,909,139</td>
<td>$4,390,535</td>
<td>$4,615,466</td>
</tr>
</tbody>
</table>

Notes on fund balances:
- The senior transportation fund must be kept whole
- Additional funds may be allocated to this fund, but transfers out of this fund are not allowed per the ballot language
- The Board of Directors may transfer funds between the other funds
- The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund
- The capital fund drops in 2019 and 2020 in order to complete projects which have been prioritized by the RTA

Gunnison Valley RTA – Five Year Financial Plan

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AGREEMENT

This Agreement (Agreement") made effective this _____ day of _______________, 2018, is by and between the Board of County Commissioners of Gunnison County, Colorado, 200 East Virginia, Gunnison, CO 81230 ("Gunnison County") and the Board of Trustees of Gunnison Valley Hospital, on behalf of the Gunnison Valley Health Senior Care Center ("Senior Care Center") and the Gunnison Valley Regional Transportation Authority ("RTA").

RECITALS

Senior Care Center provides professional services regarding transportation of seniors ("Services"). RTA desires to engage the Services provided by Senior Care Center. Gunnison County provides fiscal agent services for the RTA.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

1. **TERM.**
   The term of this Agreement shall commence on January 1, 2019 and shall terminate on December 31, 2019 unless sooner terminated or replaced as provided herein.

2. **SCOPE OF SERVICES.**
   Senior Care Center shall furnish all materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the services as more specifically set forth on Exhibit A, attached hereto and incorporated herein by this reference. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Senior Care Center's profession and all applicable federal, state and local laws and regulations affecting the Services or the subject matter thereof. Senior Care Center acknowledges that this is a non-exclusive Agreement, and the RTA may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

3. **COMPENSATION, BONUS AND EXPENSES.**
   (a) In exchange for the Senior Care Center's performance of the Services during the Term, the RTA, through its fiscal agent Gunnison County, shall pay the Senior Care Center the full and complete amount not to exceed Two Hundred Thousand Dollars and no cents ($200,000.00). Any expenditures in excess of this amount must be pre-approved by RTA Executive Director Scott Truex.
   (b) The Compensation shall compensate Senior Care Center for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth herein.
   (c) This Agreement is subject to RTA making an annual budget appropriation in an amount sufficient to fund this Agreement. If the Board fails or refuses to make such
an appropriation, RTA reserves the right to terminate this Agreement without penalty to
the Senior Care Center pursuant to paragraph 6 of this Agreement.

4. **INDEMNIFICATION.**
   (a) Senior Care Center agrees to indemnify, defend and hold harmless
Gunnison County and RTA, their commissioners, agents and employees of and from any
and all liability, claims, liens, demands, actions and causes of action whatsoever
(including reasonable attorney's and expert's fees and costs) arising out of or related to
any loss, cost, damage or injury, including death, of any person or damage to property of
any kind caused by the misconduct or negligent acts, errors or omissions of Senior Care
Center or its employees, sub-contractors or agents in connection with this Agreement.
   (b) This provision shall survive any termination or expiration of this Agreement
with respect to any liability, injury or damage occurring prior to such termination.

5. **INSURANCE.**
   Senior Care Center agrees that at all times during the Term of this Agreement,
Senior Care Center shall carry and maintain, in full force and effect and at its sole cost
and expense, the following insurance policies. Within thirty (30) days of the execution of
this Agreement, Senior Care Center will provide insurance certificates to Gunnison
County, listing Gunnison County and RTA as additional Insured, for the coverage required
herein which shall state that such policies shall not be materially changed or cancelled
without thirty (30) days prior notice to Gunnison County and RTA.
   (a) Worker's Compensation Insurance in accordance with Colorado and
Federal law which adequately protects all labor employed by the Senior Care Center
during the term of this Agreement.
   (b) Comprehensive General Liability Insurance or the equivalent in an amount
not less than $1,000,000 each occurrence and $2,000,000 aggregate for Bodily Injury
Liability and $500,000 for Property Damage Liability.
   (c) Comprehensive automobile liability insurance on all vehicles used in the
Services, in an amount no less than three hundred fifty thousand dollars ($350,000) for
any injury to one person in any single occurrence, and in an amount no less than nine
hundred ninety thousand dollars ($990,000) for any injury to two or more persons in any
single occurrence.

6. **TERMINATION.**
   Any party shall have the right to terminate this Agreement at any time, with or
without cause, upon thirty (30) days prior written notice to the other. Upon termination,
the Senior Care Center shall be entitled to compensation for Services performed prior to
the date of termination, per the compensation terms outlined in paragraph 4 of this
agreement.

7. **DELEGATION AND ASSIGNMENT.**
   This is a service contract with the Senior Care Center and, therefore, Senior Care
Center shall not delegate or assign its duties under this Agreement without the prior
written consent of Gunnison County and RTA which consent Gunnison County and RTA
may withhold in its discretion. Subject to the foregoing, the terms, covenants and
conditions of this Agreement shall be binding on the successors and assigns of either
party.
8. **NOTICES.**

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

**Gunnison County:** Matthew Birnie, County Manager
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
200 E. Virginia
Gunnison, Colorado 81230

**RTA:** Scott Truex, Executive Director
PO Box 39
Crested Butte, CO 81224

If to Senior Care Center: Mary Blattner, Administrator
Gunnison Valley Health Senior Care Center
1500 W. Tomichi
Gunnison, CO 81230

Any party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

9. **INDEPENDENT CONTRACTOR.**

(a) In carrying out its obligations and activities under this Agreement, Senior Care Center is acting as an independent contractor and not as an agent, partner, joint venture or employee of Gunnison County or RTA. Senior Care Center does not have any authority to bind Gunnison County or RTA in any manner whatsoever.

(b) Senior Care Center acknowledges and agrees that Senior Care Center is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or RTA. Further, Senior Care Center is obligated to pay federal and state income tax on any moneys paid it related to the services.

10. **ENTIRE AGREEMENT.**

This Agreement contains the entire agreement between the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder.

11. **MISCELLANEOUS.**

(a) **SEVERABILITY.** If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

(b) **AMENDMENT.** No amendment, alteration, modification of or addition to
this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.

(c) NO WAIVER OF GOVERNMENTAL IMMUNITY. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

(d) IMMIGRATION COMPLIANCE CERTIFICATION. Senior Care Center certifies that it does not and will not knowingly contract with or employ illegal aliens to work under this contract. Senior Care Center further certifies that it has required its subcontractors to certify that they do not knowingly contract with or employ illegal aliens to work under this contract. Finally, Senior Care Center certifies that it has attempted to verify the eligibility of its employees and subcontractors to work through the Basic Pilot Employment Verification Program (operated by the Department of Homeland Security).

12. GOVERNING LAW.
This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Exclusive jurisdiction and venue for any legal proceedings related to this Agreement shall be in the state District Court governing Gunnison, Colorado.

13. COUNTERPARTS: FACSIMILE TRANSMISSION.
This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date set forth below to be effective as of the date first above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: ______________________________
Matthew Birnie, County Manager

Attest:

____________________________________

Gunnison Valley Rural Transportation Authority

By: ______________________________
John Messner, Board Chair
Board of Trustees of Gunnison Valley Hospital
on behalf of the Gunnison Valley Health Senior Care Center

By: ______________________________________
    Mary Blattner, Administrator
EXHIBIT A

SCOPE OF SERVICES

Senior Care Center shall perform and provide the following services:

- Provide transportation services to Seniors of Gunnison County, who reside within the identified service area, on a regularly scheduled basis.
- Work with necessary County and RTA staff to ensure all required compliance related to transportation program is met, including:
  - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
  - Maintain required transportation logs.
  - Assist in collection of donated transportation monies.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Senior Care Center in the amount not to exceed $200,000.00 for transportation services to Seniors of Gunnison County, within the identified service area. During the term of this agreement, unless additional expenditures are pre-approved by RTA Executive Director Scott Truex, Gunnison Valley Health Senior Care Center's full and complete compensation shall not exceed this contracted sum.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Senior Care Center.
- Provide personnel to process referrals to the bus service.
- Provide regular and un-scheduled maintenance on senior transportation vehicles (in addition to regular reimbursement).
AGREEMENT

This Agreement ("Agreement") made effective this _____ day of _______________, 2018, is by and between the Board of County Commissioners of Gunnison County, Colorado, 200 East Virginia, Gunnison, CO 81230 ("Gunnison County") the Mountain Express and the Gunnison Valley Regional Transportation Authority ("RTA").

RECITALS

Mountain Express provides professional services regarding transportation of seniors ("Services").
RTA desires to engage the Services provided by Mountain Express.
Gunnison County provides fiscal agent services for the RTA.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

1. TERM.
The term of this Agreement shall commence on January 1, 2019 and shall terminate on December 31, 2019 unless sooner terminated or replaced as provided herein.

2. SCOPE OF SERVICES.
Mountain Express shall furnish all materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the services as more specifically set forth on Exhibit A, attached hereto and incorporated herein by this reference. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Mountain Express's profession and all applicable federal, state and local laws and regulations affecting the Services or the subject matter thereof. Mountain Express acknowledges that this is a non-exclusive Agreement, and the RTA may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

3. COMPENSATION AND EXPENSES.
   (a) In exchange for the Mountain Express's performance of the Services during the Term, the RTA, through its fiscal agent Gunnison County, shall pay the Mountain Express the full and complete amount of not to exceed Twenty Four Thousand Dollars and no cents ($24,000). Any expenditures in excess of this amount must be pre-approved by RTA Executive Director Scott Truex.
   (b) The Compensation shall compensate Mountain Express for all charges, expenses, overhead, payroll costs, employee benefits, and insurance subsistence.
   (c) This Agreement is subject to RTA making an annual budget appropriation in an amount sufficient to fund this Agreement. If the Board fails or refuses to make such an appropriation, RTA reserves the right to terminate this Agreement without penalty to the Mountain Express pursuant to paragraph 6 of this Agreement.
4. **INDEMNIFICATION.**
   (a) Mountain Express agrees to indemnify, defend and hold harmless Gunnison County and RTA, their commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of Mountain Express or its employees, sub-contractors or agents in connection with this Agreement.
   (b) This provision shall survive any termination or expiration of this Agreement with respect to any liability, injury or damage occurring prior to such termination.

5. **INSURANCE.**
   Mountain Express agrees that at all times during the Term of this Agreement, Mountain Express shall carry and maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Mountain Express will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as additional insured, for the coverage required herein which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA.
   (a) Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by the Mountain Express during the term of this Agreement.
   (b) Comprehensive General Liability Insurance or the equivalent in an amount not less than $1,000,000 each occurrence and $2,000,000 aggregate for Bodily Injury Liability and $500,000 for Property Damage Liability.
   (c) Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than three hundred fifty thousand dollars ($350,000) for any injury to one person in any single occurrence, and in an amount no less than nine hundred ninety thousand dollars ($990,000) for any injury to two or more persons in any single occurrence.

6. **TERMINATION.**
   Any party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, the Mountain Express shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms outlined in paragraph 3 of this agreement.

7. **DELEGATION AND ASSIGNMENT.**
   This is a service contract with the Mountain Express and, therefore, Mountain Express shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

8. **NOTICES.**
   Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or
rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison County: Matthew Birnie, County Manager
200 E. Virginia
Gunnison, Colorado 81230
Phone: 970-641-0248

With a copy to: Board of County Commissioners
200 E. Virginia
Gunnison, Colorado 81230

RTA: Scott Truex, Executive Director
PO Box 39
Crested Butte, CO 81224

If to Mountain Express: Chris Larsen, Transit Manager
PO Box 3482
Crested Butte, CO 81224

Any party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

9. **INDEPENDENT CONTRACTOR.**
   (a) In carrying out its obligations and activities under this Agreement, Mountain Express is acting as an independent contractor and not as an agent, partner, joint venture or employee of Gunnison County or RTA. Mountain Express does not have any authority to bind Gunnison County or RTA in any manner whatsoever.
   (b) Mountain Express acknowledges and agrees that Mountain Express is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or RTA.

10. **ENTIRE AGREEMENT.**
   This Agreement contains the entire agreement between the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder.

11. **MISCELLANEOUS.**
   (a) **SEVERABILITY.** If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.
   (b) **AMENDMENT.** No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.
   (c) **NO WAIVER OF GOVERNMENTAL IMMUNITY.** Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County of governmental immunity provided by the Colorado Governmental Immunity Act or
otherwise.

(d) IMMIGRATION COMPLIANCE CERTIFICATION. Mountain Express certifies that it does not and will not knowingly contract with or employ illegal aliens to work under this contract. Mountain Express further certifies that it has required its subcontractors to certify that they do not knowingly contract with or employ illegal aliens to work under this contract. Finally, Mountain Express certifies that it has attempted to verify the eligibility of its employees and subcontractors to work through the Basic Pilot Employment Verification Program (operated by the Department of Homeland Security).

12. GOVERNING LAW.
This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Exclusive jurisdiction and venue for any legal proceedings related to this Agreement shall be in the state District Court governing Gunnison, Colorado.

13. COUNTERPARTS: FACSIMILE TRANSMISSION.
This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date set forth below to be effective as of the date first above written.

BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF GUNNISON, COLORADO

By: ________________________________
    Matthew Birnie, County Manager

Attest:

Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: ________________________________
    John Messner, Board Chair

Mountain Express

By: ________________________________
    , Chair
EXHIBIT A

SCOPE OF SERVICES

Mountain Express shall perform and provide the following services:

- Provide transportation services to Seniors of Gunnison County, who reside in Mt. Crested Butte, Crested Butte and surrounding north valley communities, on a regularly scheduled basis as currently being provided.
- Work with necessary RTA and County staff to ensure all required compliance related to transportation program is met, including:
  - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
  - Maintain required transportation logs.

Regional Transportation Authority shall perform and provide the following services:

- Funding to Mountain Express in the amount not to exceed $24,000 for transportation services to Seniors of Gunnison County, within the identified service area. During the term of this agreement, unless additional expenditures are pre-approved by RTA Executive Director Scott Truex, Mountain Express's full and complete compensation shall not exceed this contracted amount.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Mountain Express.
<table>
<thead>
<tr>
<th>Proposed 2019 Meeting Dates - Gunnison Valley RTA Board of Directors</th>
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<tbody>
<tr>
<td>January 11, 2019</td>
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<tr>
<td>February 15, 2019</td>
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<td>March 29, 2019</td>
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<td>November 1, 2019</td>
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<td>December 6, 2019</td>
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</table>
Award of Contract for Engineer to design bus stops to be built in 2019 along Hwy 135 at Riverland, Brush Creek Rd. and Riverbend

We published a notice for our RFP for engineering services on October 4th and received two proposals to provide the services required to construct the bus stops before the deadline on Friday, October 25th.

The staff is evaluating the proposals and will make a recommendation to the Board at the meeting.
INTRODUCTION
Purpose: This policy is written to establish operating and service guidelines and procedures for the implementation of the requirements of the American with Disabilities Act of 1990 (ADA), the U.S. Department of Transportation regulations for implementing ADA (49 CFR Parts 27, 37 and 38), and applicable state laws and regulations. The Gunnison Valley Transportation Authority (GVRTA) contracts with a contractor to operate commuter bus services on a regularly scheduled basis along the Colorado State Hwy 135 corridor. The GVRTA Transit System complies with ADA requirements with respect to such services.

POLICY STATEMENT
It is the policy of The GVRTA to comply with all the legal requirements of Federal and State laws and regulations as they pertain to individuals with disabilities. The transit system provides quality transportation services without discrimination to all persons including individuals with disabilities. Discrimination on the basis of disability against any person by transit system employees will not be condoned or tolerated.

Goals: Service is provided in a manner that meets these goals to:
1. Provide safe, accessible, and dignified services to all persons, including individuals with disabilities.
2. Expedite the safe and efficient boarding, securing, transporting and alighting of all passengers, regardless of mobility status.
4. Accommodate the wide range of mobility aids within the confines of available vehicles and commercial standard equipment.

Applicability: This policy applies to all transit system employees, services, facilities and vehicles. It applies equally to all persons needing and/or using the services provided by the system.

Definitions:
Wheelchair: a mobility aid belonging to any class of three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.
Commuter Bus Service: Vehicle is operated along a prescribed route according to a fixed schedule characterized by a limited route structure and with limited stops.
Disability: A physical or mental impairment that substantially limits one or more major life activities.
Mobility Aid/Non-Wheelchair Mobility Device: A device used by a person with a mobility impairment to assist with mobility but does not meet the requirements of a wheelchair as defined by ADA. These include but are not limited to canes, crutches, and walkers.

Securement Equipment: Equipment used for securing wheelchairs against uncontrolled movement during transport.

Securement Station: Space specifically designed to secure and stabilize wheelchairs on transit vehicles.

Service Animal: An animal that is individually trained to perform a task or tasks for people with disabilities.

Transit System Employees: Employees of the GVRTA Contractor providing commuter bus service for the GVRTA.

GENERAL GUIDELINES AND PROCEDURES FOR IMPLEMENTING POLICY

Recruitment and Employment: The GVRTA and its contractor are Equal Opportunity Employers and fully comply with ADA in their recruitment, hiring and continued employment practices.

Facility and Vehicle Accessibility: The transit system passenger facilities and vehicles shall meet or exceed the requirements of 49 CFR Parts 27, 37 and 38. All vehicles purchased for Commuter Bus service will be accessible.

Vehicle and Route Assignment: All vehicles assigned to Commuter Bus routes will be accessible.

Maintenance of Accessible Features: Accessibility features on vehicles, including lifts, wheelchair securement devices and public address systems, will be maintained in operative condition. The preventive maintenance program of the GVRTA provides for regular and frequent maintenance checks of these features as well as preventive maintenance as recommended by the equipment manufacturers.

Drivers are required to report lift failures as soon as possible. Vehicles with inoperative lifts will be replaced as soon as possible.

Wheelchair Accommodation: Transportation providers are required to carry a wheelchair and its user, as long as the lift can accommodate the size and weight of the wheelchair and its user, and there is space for the wheelchair on the vehicle. If a vehicle lift/ramp and securement area can accommodate a mobility device, The GVRTA will transport the device (and its user).

Boarding: Drivers and scheduling practices will provide adequate time for a passenger with a disability to board and/or disembark the vehicle, which includes adjusting the schedule if necessary to accommodate slower passengers and waiting for passengers to be seated before moving the vehicle. The passenger and/or their guest, escort or attendant will maneuver the passenger and mobility aid to the vehicle. Only a properly trained transit system employee can operate the lift, secure the wheelchair on the lift and in the securement station.

Use of Accessibility Devices by Persons with Disabilities Not Using a Wheelchair: A person with a disability who is not using a wheelchair or other seated mobility aid may use the lift to board or alight the vehicle upon request.
Priority Seating: With the exception of the wheelchair securement stations, the transit system does not require any passenger to sit in designated seating. However, this does not supersede the transit system’s right to require any passenger who has caused a disruption in the safe travel of other passengers and/or driver to be required to sit in a specific area of the vehicle as a condition of transportation.

Driver Assistance: Drivers will make themselves available for assistance to persons with disabilities and will assist upon request of the passenger. Drivers will leave their seat to assist a passenger with using the vehicle ramp, lift and/or securement systems. Drivers will use the accessibility-related equipment and features on their vehicles as described in these policies.

Securement: Securement of the wheelchair class of mobility devices is the responsibility of the driver and drivers will be trained in the proper operation of all securement equipment based on manufacturer specifications. If the tie-down system is not compatible for the wheelchair the passenger is using, the driver will still try to safely secure the wheelchair. If the wheelchair cannot be secured because of the wheelchair design, the passenger still has the right to ride the vehicle. Drivers cannot deny a passenger a ride based on the inability to secure the wheelchair. Drivers must warn the passengers of the danger of riding in a non-secured wheelchair. Passengers who refuse to allow their wheelchairs to be secured may be denied service. Drivers must secure wheelchairs in the designated securement area only, even if the passenger wants their mobility device to be secured in a non-designated area.

Non-Standard Mobility Devices: Mobility devices that are not wheelchairs will be accommodated to the extent that the ADA-compliant lift and securement areas can safely do so. However, these devices are the responsibility of the individual passenger, and must be secured in a manner that does not interfere with the safe operation of the vehicles and the transport of other passengers.

Accommodation of Portable Oxygen: Individuals are allowed to travel with respirators and portable oxygen supplies on board, consistent with applicable U.S. Department of Transportation rules on the transportation of hazardous materials.

Transfer to Fixed Seating: All passengers using seated mobility devices have an option of transferring to fixed seating once on board the vehicles. Drivers may recommend, but never require, users of seated mobility devices to transfer to fixed seating.

Service Animals: In compliance with 49 CFR Part 37, the transit system allows trained service animals to accompany passengers with disabilities. The driver will not ask for proof of the qualifications of the animal, but may ask what tasks the animal has been trained to perform. However, any animal which is not under the passenger’s control or which becomes a threat to other passengers may be restricted from riding.

Alighting: The driver will allow a passenger who uses the lift to disembark at any bus stop, unless the lift cannot be deployed, the lift will be damaged if deployed, or conditions at the stop would present unsafe conditions for all passengers. Only the driver will unsecure the wheelchair, secure it on the lift and operate the lift to return the passenger to the ground level.

Staff Training: All drivers and transit system staff are trained to proficiency in use of accessibility equipment, the operating policies related to each of the service
requirements described, and in properly assisting and treating individuals with disabilities with sensitivity. Mechanics are also trained to properly maintain lifts and other accessibility equipment.

Rider Information: All printed informational materials are made available in accessible formats upon request, for example, large print for persons with low vision, as well as accessible electronic formats.

Complaint Procedure: All complaints of discrimination on the basis of disability will be promptly and objectively investigated and forwarded to the Executive Director of the GVRTA. Corrective or disciplinary action will be taken by the Contractor for behavior prohibited by this policy, up to and including termination of employment. See GVRTA’s Title VI Public Notice of Rights, complaint process and complaint form for complaint procedures.

Modification of Policy: If a passenger requires modification of any of these policies to accommodate their disability, they may request such a modification by contacting the Executive Director of the GVRTA. The transit system will work with the individual to find an accommodation solution.

GUIDELINES AND PROCEDURES FOR IMPLEMENTING POLICY SPECIFIC TO COMMUTER BUS SERVICES

Inoperative Lifts: Vehicles with inoperative lifts must be taken out of Commuter Bus service as soon as possible (no later than the beginning of the vehicle’s next service day) and inoperative equipment will be replaced promptly with spare vehicle. The inoperative lift will be repaired before the vehicle returns to service. If there is no spare vehicle available to take the place of a vehicle with an inoperable lift on a route, the vehicle with the inoperable lift may be kept in service for no more than five days.

Route Orientation Announcements: Commuter Bus drivers will announce all stops to passengers on board the vehicle using the vehicle’s public address system.

Bus Stop Accessibility: When establishing new bus stops, it is the policy of the GVRTA to select locations that are accessible to riders using mobility devices, either at the stop location, or close by if the actual stop is not accessible to a wheelchair user. When installing improvements at existing bus stops, the improvements will be made accessible in accordance with Americans with Disabilities Act Accessibility Guidelines of the U.S. Access Board. In the event that a particular stop is not accessible, the transit system will work with the jurisdiction which is responsible for the street and sidewalk (if applicable) to include accessibility improvements to the stop within the jurisdiction’s ADA transition plan for sidewalks.
Gunnison Valley Transportation Authority

Reasonable Modification Policy

Date: Adopted by the GVRTA Board of Directors on 11/02/2018

What is Reasonable Modification?

The Gunnison Valley Transportation Authority (GVRTA) is committed to providing customers including those with disabilities with safe, reliable, accessible and user-friendly services. As part of this commitment, GVRTA has adopted this policy to provide a procedure for receiving, processing and responding to requests for reasonable modifications to GVRTA's Policies or practices by individuals with disabilities.

Legislation

On March 13, 2015, the Department of Transportation issued a Final Ruling regarding 49 CFR Parts 27 and 37 Transportation for Individuals with Disabilities; Reasonable Modification of Policies and Practices. This ruling requires public entities providing designated public transportation services to make reasonable modifications/accommodations to policies and practices to ensure program accessibility. The rule further requires that public entities adopt a formal process for tracking and responding to said requests for modifications.

Reasonable Modifications Request Form

- Individuals requesting modifications shall describe what they need in order to use the service.
- Individuals requesting modifications are not required to use the term "reasonable modification" when making a request.
- The GVRTA personnel shall make a determination of whether the modification should or can be provided.

GVRTA will accommodate requests provided that:

- Fundamental nature of the service, program or activity is not altered, or
- It does not cause a direct threat to the health or safety of others, or
- It does not result in an undue financial and administrative burden, or
- The requester would not be able to fully use the service provided by GVRTA without the modification.
- GVRTA will respond to the requester within 10 days upon receipt of request via telephone and/or mail depending if additional information is needed.
- Determination will be made and notified in writing to the requester.

Granting a Reasonable Modification Request
• As soon as GVRTA determines that a reasonable accommodation will be provided, that
decision shall be immediately communicated to the individual. This notice must be in
writing in order to maintain the required information for reporting purposes. Upon
request, alternative means of response will be provided.

• In choosing among alternatives for meeting nondiscrimination and accessibility
requirements with respect to new, altered, or existing facilities, or designated or
specified transportation services, GVRTA shall give priority to those methods that offer
services, programs, and activities to qualified individuals with disabilities in the most
integrated setting appropriate to the needs of individuals with disabilities.

Denying a Reasonable Modification Request

As soon as GVRTA determines that a request for reasonable accommodation will be denied,
GVRTA will communicate the basis for the decision in writing to the individual requesting the
modification. The explanation for the denial will clearly state:

• the specific reasons for the denial;
• any alternative accommodation that may create the same access to transit services as
requested by the individual; and
• the opportunity to file a complaint relative to the GVRTA’s decision on the request.

REQUEST DENIALS/PROTESTS

If a request for reasonable modification is denied, the requester has the right to protest the
decision by following GVRTA’s ADA denial procedures. Copies are available upon request. Also,
a copy of the ADA protest procedures will be included with the written decision of
denial. GVRTA will take, to the maximum extent possible, any other actions that may be
available to them to ensure that the individual with a disability receives the services or benefits
provided by GVRTA that would not result in a direct threat or fundamental alteration.

GVRTA REASONABLE REQUEST FORM:

The GVRTA Reasonable Request Form is available on the GVRTA website and on the following
page.
GVRTA REASONABLE REQUEST FORM:

Please complete this form to request a reasonable modification of Gunnison Valley Transportation Authority (GVRTA) commuter bus services. Submit the completed form by:

- Send via email to the GVRTA Executive Director at struex@gunnisonvalleyrta.org
- Mail a request to: Scott Truex, GVRTA, PO Box 39, Crested Butte, CO 81224

Date: _______________ Name: _______________________________________________________
Phone Number: ________________________ Email: ______________________________________
Address: _______________________________________________________________________
________________________________________________________________________________

Description of Request:
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

Location:
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

Are you able to ride without this modification?
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

Comments regarding a reasonable modification request can be sent to struex@gunnisonvalleyrta.org or call 970-275-0111.
Gunnison Valley Transportation Authority

Policy to ensure contractual compliance in the provision of GVRTA Commuter Bus service along the Hwy 135 corridor

Date: Adopted by the GVRTA Board of Directors on 11/02/2018

INTRODUCTION

Purpose: This policy is written to establish guidelines and procedures for the Gunnison Valley Transportation Authority ("GVRTA") to monitor the GVRTA’s contractor in the provision of commuter bus services ("Services") to ensure compliance with federal and state regulations as required by CDOT and the FTA. The GVRTA’s contractor ("Contractor") provides commuter bus services for the GVRTA to the public. Contractor is currently AEX, Inc. and provides service as described in the contract dated June 8, 2018 as may be amended. GVRTA must comply with all state and federal requirements with respect to such services and therefore must ensure that Contractor does also.

POLICY STATEMENT

It is the policy of the GVRTA to comply with all requirements of federal and state laws and regulations as they pertain to the Services. The GVRTA Services provide quality transportation without discrimination to all persons including individuals with disabilities. Discrimination on the basis of disability against any person by GVRTA or Contractor employees will not be condoned or tolerated. Further, the GVRTA monitors Contractor as described in this policy to ensure that state and federal requirements are met or exceeded. This policy is meant to be the minimum standard for monitoring and GVRTA may elect to exceed the levels of monitoring set forth in this policy.

MONITORING METHODS

A. MONTHLY REPORTS RECEIVED FROM CONTRACTOR

In order to ensure that all legal requirements are met, the GVRTA requires several reports from the Contractor on a monthly basis.

The GVRTA receives the following reports from the Contractor every month on or before the fifth day of the month following the month of service:

1. Summary of riders each day
2. Summary of monthly boarding by location
3. Summary of monthly boarding by time
4. Daily raw data for the month showing boarding by time each day
5. Monthly list of complaints (including Title VI / ADA complaints)
6. Monthly list of schedule delays and missed runs
7. Monthly list of accidents/incidents
8. Monthly miles traveled per bus (including non-revenue miles)
9. Monthly work orders for repairs for each GVRTA vehicle

B. GVRTA GENERATED MONTHLY ON-TIME PERFORMANCE REPORT

The GVRTA also collects GPS data from all buses in the GVRTA fleet. This data is used to report the on-time performance of the Services. This data is consolidated monthly and compiled into an “On-Time Performance Report”. This report includes the expected number of trips from selected bus stops, and the percentages of trips from those stops that are zero to five minutes late, five to ten minutes late, ten to fifteen minutes late, more than fifteen minutes late, and those not tracked by the software.

C. ANNUAL REPORTS RECEIVED FROM CONTRACTOR

The GVRTA receives the following reports from the Contractor annually during the months described below:

1. Employee training report from the Contractor each December – includes the training dates for each employee on at least the following trainings along with copies of the training materials used in the various trainings:
   a. Training on RTA Transit Policies and Procedures
   b. Training on inclement weather procedures
   c. Drug & Alcohol awareness training (at least 2 hours required)
   d. ADA equipment training – annually
   e. ADA sensitivity training (PASS Training) – every 3 years
   f. Defensive Driving Training – every 3 years
   g. Operation of Blue-Bird bus training
   h. Operation of MCI Coach training
   i. Post-trip procedures training
   j. Pre-trip procedures training
   k. RTA Route Training
   l. Protocol for announcing stops
   m. General safety rules
   n. Contractor company policy and hours of service regulations
   o. Emergency procedures
   p. Required record keeping training
   q. Reasonable suspicion drug and alcohol testing procedures – all supervisory employees
   r. Vehicle maintenance training – mechanics, assistants, and technicians
2. Vehicle repair and maintenance logs for all GVRTA vehicles are copied and sent to GVRTA annually from the Contractor each December. Original copies of these reports are kept on file in the Contractor’s maintenance facility.

3. An MIS report detailing all drug and alcohol testing done by the Contractor is filed online with the US Department of Transportation by the Contractor annually and a copy of this report is sent to GVRTA in January or February each year for the previous calendar year.

D. ONGOING PERFORMANCE MONITORING

The GVRTA works with the Contractor in the following ways to provide continuous monitoring of the commuter bus service:

1. Contractor representatives attend all GVRTA Board of Directors meetings to ensure understanding of board directives and policies and to communicate current and ongoing issues to the Board of Directors.

2. Complaints that come to GVRTA are forwarded to the Contractor for resolution. If the complaint requires investigation, a follow up communication from the Contractor may be requested. All complaints are included in monthly reports.
   a. Complaints requiring investigation by the Contractor are immediately communicated to the GVRTA Executive Director.
   b. All Title VI / ADA complaints are immediately forwarded to the GVRTA Executive Director.

3. GVRTA and Contractor representatives communicate regularly to ensure the smooth operation of the system and resolve any issues as they arise.

4. All updates to GVRTA policies are shared immediately with the Contractor.

5. GPS Monitoring
   a. Live vehicle positions and speeds are always available using GPS trackers installed on all GVRTA vehicles.
      i. This allows both the GVRTA and the Contractor to investigate complaints/incidents in real-time.
Example screenshot of live-tracking of GVRTA service:

b. Historical vehicle positions and speeds are available going back to October, 2016.
   i. This gives the GVRTA and the Contractor the ability to investigate complaints regarding on-time performance and speed.

Example screenshot of historical vehicle position and speed:

c. Daily on-time schedule reports are available going back to October, 2016.
   i. This gives the GVRTA and the Contractor the ability to easily look back at the performance of the system and of the Contractor.
6. Video monitoring of operations
   a. All MCI coaches and all future coaches are/will be equipped with 5-7 video cameras equipped with audio and all are recording whenever the coach is turned on.

   b. In case of a complaint, accident, or incident, the Contractor can download video from the system to assess and critique what happened.

   c. Typically, video recordings are held by the system for up to three weeks before being over-written.

   d. If an incident, accident or significant complaint occurs, the video is downloaded and preserved by the Contractor with access by GVRTA staff when requested.
E. REPORTING TO THE GVRTA BOARD OF DIRECTORS

Part of monitoring the Services is to allow the public to comment on the performance of the transit system. In order to be transparent, the following monthly reports are distributed from the Executive Director to the GVRTA Board of Directors in the board meeting packets which are available to the public and discussed in public meetings of the GVRTA Board of Directors:

MONTHLY REPORTS INCLUDED IN THE GVRTA BOARD OF DIRECTORS PACKETS

1. Monthly bus ridership including:
   a. Passengers carried during the month
   b. Revenue trips/revenue hours during the month
   c. Revenue miles during the month
   d. Average passengers per trip
   e. Average passengers per day
   f. Number of passengers refused boarding due to overcrowding during the month
   g. Number of incidents of overcrowding during the month where passengers were refused boarding
   h. Previous year comparison of monthly passengers, and service hours

2. Summary of monthly boarding by location
3. Summary of monthly boarding by time
4. Monthly list of complaints (without the names of complainants)
5. Monthly list of schedule delays and missed runs
6. Monthly list of accidents/incidents
7. Monthly miles traveled per bus (including non-revenue miles)
8. Monthly cost of repairs per bus
9. Monthly on-time performance report