



Board Packet

Regular Board Meeting

July 16, 2019

Grand Junction Regional Airport Authority



Date: July 16, 2019

Location:

GRAND JUNCTION REGIONAL AIRPORT
2828 WALKER FIELD DRIVE
GRAND JUNCTION, CO 81506
AIRPORT TERMINAL - 3rd FLOOR CONFERENCE ROOM

Time: 5:15 PM

REGULAR MEETING AGENDA

- I. Call to Order**
- II. Pledge of Allegiance**
- III. Approval of Agenda**
- IV. Commissioner Comments**
- V. Citizens Comments**

The Grand Junction Regional Airport Authority welcomes respectful public comments at its meetings. The Citizens Comment section is open to all individuals that would like to comment. If you wish to speak under the Citizens Comment portion of the agenda, please fill out a comment card prior to the meeting. If you have a written statement for the Board, please have 10 copies available and give them to the Executive Director who will distribute them to the Board. The Board Chairman will indicate when you may come forward and comment. Please state your name for the record. Presentations are limited to **three minutes** and yielding time to others is not permitted. Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

VI. Consent Agenda

The Consent Agenda is intended to allow the Board to spend its time on the more complex items on the agenda. These items are perceived as non-controversial and can be approved by a single motion. The public or Board Members may ask that an item be removed from the Consent Agenda and be considered individually.

- A. June 18, 2019 Meeting Minutes _____ 1
- B. Grand Valley Power Transmission Easement _____ 2
- C. 2018 Audit Acceptance _____ 3
- D. Change Order #03 RTR Relocation Project _____ 4
- E. Recommendation for Award Kirkland Construction (Fencing Project): _____ 5

- F. Recommendation for Award Mead and Hunt Construction Administration (Fencing Project): _____ 6
- G. Recommendation for Award Securitas Construction (Fencing Project): _____ 7
- H. Recommendation for Award FAA Reimbursement Agreement (Fencing Project): ____ 8
- I. Ground Lease Changes: _____ 9
 - Corporate Hangars
 - Hangar One Association
 - V&S Holdings, LLC

VII. Action Item

- A. At-Large Commissioner Candidate Selection _____ 10
- B. GJRAA Employee Health Insurance _____ 11

VIII. Staff Reports

- A. Director’s Report (Angela Padalecki)
- B. Operations Report (Mark Papko)
- C. Finance and Activity Report (Sarah Menge) _____ 12
- D. Facilities Report (Ben Peck)
- E. Project Report (Eric Trinklein)

IX. Any other business which may come before the Board

X. Adjournment



Grand Junction Regional Airport Authority Board
Regular Board Meeting
Meeting Minutes
June 18, 2019

REGULAR BOARD MEETING

I. Call to Order

Mr. Tom Benton, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 5:17 PM on June 18, 2019 in Grand Junction, Colorado and in the County of Mesa.

<p><u>Commissioners Present:</u> Tom Benton (Chairman) Chuck McDaniel (Vice-Chairman) Thaddeus Shrader Clay Tufly Ron Velarde</p> <p><u>Airport Staff:</u> Joseph Burtard (Clerk) Karl Hanlon (Counsel) Sarah Menge Angela Padalecki (Executive Director) Mark Papko Ben Peck</p>	<p><u>Guests:</u> Shannon Kinslow, TOIL Joe Vaccarelli, Daily Sentinel Rumzei Abdallah, Plante Moran Larry Kempton, Plane Storage Larry Kempton III, Plane Storage/Self Austin Rankin, Mead & Hunt Scott Cary, Mead & Hunt Brad Barker, CAP</p>
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II. Pledge of Allegiance

III. Approval of Agenda

Commissioner Tufly moved for the agenda to be approved. Commissioner Shrader seconded. Voice Vote. All Ayes.

IV. Commissioner Comments

No Commissioner comments were made.

V. Citizen Comments

No citizen comments were made.

VI. Discussion Items

- A. 2018 Draft Audit Presentation
- B. At-Large Commissioner Application Update

VII. Consent Agenda

- A. May 21, 2019 Meeting Minutes
 - B. FAA Grand Awards
 - C. Terminal Flooring Design Task Order
 - D. Fog Seal Contract Approval
 - E. General Aviation Pavement Repair
- Commissioner Tufly moved to adopt the Consent Agenda. Commissioner Shrader seconded. Voice Vote. All Ayes.*

VII. Action Items

Hotel Shuttle Rates / Resolution No. 2019-004
Commissioner Tufly moved to adopt Resolution No. 2019-004, an amendment to hotel shuttle rates in the Ground Transportation section of the Airport's Rates and Charges. Commissioner McDaniel seconded the motion. Individual voice votes were called: Commissioner Velarde, Yes; Commissioner Shrader, Yes; Commissioner Tufly, Yes; Commissioner McDaniel, Yes. Commissioner Brabaek was absent. The motion carries.

Small Community Air Service Development (SCASD) Grant Application
Commissioner Tufly moved to approve the Small Community Air Service Development (SCASD) Application. Commissioner Shrader seconded the motion. Voice Vote. All Ayes.

VIII. Staff Reports

- A. Director's Report (Angela Padalecki)
- B. Operations Report (Mark Papko)
- C. Finance and Activity Report (Sarah Menge)
- D. Facilities Report (Ben Peck)
- E. Project Report (Scott Cary)

IX. Any other business which may come before the Board

Brief discussion on landing fees and fuel flowage fees for general aviation.

X. Adjournment

Commissioner Velarde moved for adjournment. Commissioner Tufly seconded. Voice Vote. All Ayes.

The meeting adjourned at approximately 7:18 PM.

Audio recording of the complete meeting can be found at https://gjairport.com/Board_Meetings

Tom Benton, Board Chairman

ATTEST:

Joseph R. Burtard, Clerk to the Board

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	2018 Audit Acceptance
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Recommend that the Board approve the Audit as presented in Draft form at the June Meeting.
SUMMARY:	<p>The Airport staff and the Finance and Audit Committee have reviewed the draft and provided recommended changes to wording that have been incorporated.</p> <ul style="list-style-type: none">- Plante Moran is issuing an unmodified opinion.- There were no material weaknesses identified- There were no findings in the Single Audit over the PFC or AIP Grant Revenues that were reported.- No financial statement adjustments were identified during the audit that required posting to the financial statements.- The auditors are recommending that the bank reconciliations completed by the Director of Finance be reviewed by a member of the Finance and Audit Committee – we are in the process of implementing this recommendation. <p>The full audit was provided to all board members for review and comment.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	N/A
ATTACHMENTS:	None – Financials and Audit Presentation materials were provided at the June meeting
STAFF CONTACT:	Sarah Menge 970-248-8581 smenge@gjairport.com

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Change Order #03 for the RTR Relocation Project		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Board approve Change Order #03.		
SUMMARY:	<p>This change order is an addition to the contract to haul uranium tailings from the City of Grand Junction clarifier to the DOE Cheney Disposal Site. The original contract stated that the uranium tailings removed in Schedule 1 be disposed of at the City clarifier since it was a small amount (252 CY). The remaining material removed in Schedule 2 would be hauled to the DOE Cheney site since it was assumed to be about 5300 CY of material. During potholing operations in Schedule 2, it was determined that only 152 CY of material needed to be excavated and disposed of. Since the quantity is much lower than expected, CDPHE asked that the material from the fall be removed from the City clarifier and hauled to the Cheney site to make room for local projects that use the clarifier for low quantity remediation.</p> <p>This is part of the AIP grant program and we have been approved to be reimbursed for 90% of the expenses from FAA.</p>		
REVIEWED BY:	Executive Director and Legal Counsel		
FISCAL IMPACT:	Budget: Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/>		
	<u>AIP 57</u>		
	FAA	\$ 10,063.00	
	GJRA	\$ 1,118.24 (budgeted dollars)	
	Total =	\$ 11,181.24	
ATTACHMENTS:	GJT Task 204 Change Order #03		
STAFF CONTACT:	Eric Trinklein etrinklein@gjairport.com Office: 970-248-8597		

CONTRACT CHANGE ORDER NO. 03

AIRPORT Grand Junction Regional Airport **Date** 07/01/2019

LOCATION Grand Junction, CO **AIP No.** 3-08-0027-057

CONTRACTOR SEMA Construction

You are requested to perform the following described work upon receipt of an approved copy of this document or as directed by the engineer.

Item No.	Description	Unit	Unit Price	Quantity	Amount
2-14A	Haul Uranium Tailings from City Clarifier to DOE Cheney Site	CY	\$44.37	252	\$11,181.24
This Change Order Total					\$11,181.24
Previous Change Order(s) Total					\$34,945.90
Original Contract Total					\$3,251,843.25
Revised Contract Total					\$3,297,970.39

The time provided for completion in the contract is unchanged. This document shall become an amendment to the contract and all provisions of the contract will apply.

Digitally signed by jared.easterlin@meadhunt.com

DN: cn=jared.easterlin@meadhunt.com

Date: 2019.07.01 07:32:39 -06'00'

Recommended by:

Jared Easterlin, P.E., Engineer (Mead & Hunt, Inc.)

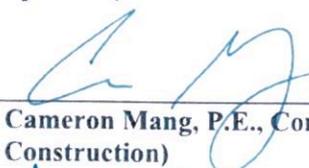
Date

Approved by:

Sponsor (Grand Junction Regional Airport)

Date

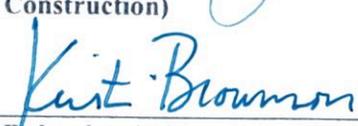
Accepted by:


Cameron Mang, P.E., Contractor (SEMA Construction)

7/1/2019

Date

Approved by:


Federal Aviation Administration

7/1/19

Date

NOTE: Change Orders and Supplemental Agreements require FAA approval prior to construction, otherwise no Federal participation can be granted.

AIP NO. 3-08-0027-057

CHANGE ORDER NO. 03

AIRPORT Grand Junction Regional Airport

LOCATION Grand Junction, CO

JUSTIFICATION FOR CHANGE

1. Brief description of the proposed contract change(s) and location(s). CDPHE has requested that the uranium tailings excavated in the fall and disposed of at the City clarifier be moved to the DOE Cheney site.
2. Reason(s) for the change(s) <i>(Continue on reverse if necessary)</i> The original contract stated that the uranium tailings removed in Schedule 1 be disposed of at the City clarifier since it was a small amount (252 CY). The remaining material removed in Schedule 2 would be hauled to the DOE Cheney site since it was assumed to be about 5300 CY of material. During potholing operations in Schedule 2, it was determined that only 152 CY of material needed to be excavated and disposed of. Since the quantity is much lower than expected, CDPHE asked that the material from the fall be removed from the City clarifier and hauled to the Cheney site to make room for local projects that use the clarifier for low quantity remediation.
3. The Sponsor's share of this cost is available from: N/A
4. If this is a supplemental agreement involving more than \$2,000, is the cost estimate based on the latest wage rate decision? Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/>
5. Has consent of surety been obtained? Yes <input type="checkbox"/> Not Necessary <input checked="" type="checkbox"/>
6. Will this change affect the insurance coverage? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7. If yes, will the policies be extended? Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/>
8. Has this Change Order been discussed with FAA officials? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> When: 06/19/2019 With Whom: Kristin Brownson
Comment(s): <ul style="list-style-type: none">• Pricing from the contractor was received on 06/19/19 in an email from SEMA. After review by M&H, the price was deemed reasonable for the conditions of this work.• Field Directive #04 was issued by the Engineer to SEMA to authorize this work prior to the Change Order being signed. The direction was approved by the FAA and GJT.• All work regarding the items in this change order will be performed during the day and off airport property. This change will have no impact to airfield operations or the project schedule.

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Recommendation for Award Kirkland Construction (Fence Project)
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approval of the Contract Agreement, and signature of the Notice of Award to Kirkland Construction, LLLP for Package 1: Base Bid funded under AIP: 3-08-0027-062-2019.
LAST ACTION:	Board approval of the Grant (AIP 62) on June 18, 2019
DISCUSSION:	<p>This project is part of the multi-year runway replacement program. A grant to cover 90% of the costs for this project was awarded to GJT by the FAA in June 2019.</p> <p>This contract will provide construction of security fence, perimeter road, and the airfield lighting control system. The contract time is 120 days. We received two complete bids for this work and Kirkland Construction, LLLP was the lowest qualified bidder.</p> <p>Once the Notice of Award is issued to Kirkland, they have 14 days to provide appropriate bonding, insurance, and a signed contract. This task order will authorize the Notice of Award to be signed and the Contract agreement to be signed once appropriate bonding, insurance, and the signed contract are provided by Kirkland.</p>
REVIEWED BY:	Executive Director and Legal Council.
FISCAL IMPACT:	Federal AIP Grants - \$ 3,998,897.00 GJRA - \$ 444,322.75 (budgeted funds) Total - \$4,443,21975
ATTACHMENTS:	1. Notice of Award – Kirkland Construction
STAFF CONTACT:	Eric Trinklein etrinklein@gjairport.com , Office: 970-248-8597

NOTICE OF AWARD

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TO: Kirkland Construction, L.L.L.P.
2101 Main Street / PO Box 580
Rye, CO 81069

DATE: _____

Grand Junction Regional Airport, having considered the Contract Proposals submitted for improvements to the Grand Junction Regional Airport, AIP Project No. 3-08-0027-062-2019, and it appearing that your Contract Proposal of Four Million, Four Hundred Forty-Three Thousand, Two Hundred Nineteen Dollars and Seventy-Five Cents (\$4,443,219.75) for 2019 Runway 12/30 Airfield Improvements Package 1: Base Bid Perimeter Road, Fencing, & ALCS, is fair, equitable and in the best interest of the Grand Junction Regional Airport and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices contained therein.

In accordance with the terms of the Contract Documents, you are required to execute the formal Contract Agreement and furnish the required Performance Bond and Payment Bond within 14 consecutive calendar days from and including the date of this notice.

The Bid Bond submitted with your Contract Proposal will be returned upon execution of the Contract Agreement and the furnishing of the Performance Bond and Payment Bond. In the event that you should fail to execute the Contract Agreement and furnish the Performance Bond and Payment Bond, within the time specified, the Bid Bond will be forfeited to the Grand Junction Regional Airport Board.

This Award is subject to the concurrence of the Federal Aviation Administration.

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Recommendation for Award Mead and Hunt Construction Administration (Fence Project)
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approval of Task Order #5 for Mead&Hunt for construction administration services for the 2019 Fence Project.
LAST ACTION:	<p>The five year Professional Services Agreement for Mead and Hunt was signed May 17, 2017.</p> <p>Board approval of the Grant (AIP 62) on June 18, 2019</p>
DISCUSSION:	<p>This project is part of the multi-year runway replacement program. A grant to cover 90% of the costs for this project was awarded to GJT by the FAA in June 2019.</p> <p>This contract will provide engineering support during construction of security fence, perimeter road, the airfield lighting control system, remove unused pavement, and support during design of the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) through a Reimbursable Agreement with FAA Air Traffic Organization (FAA ATO).</p> <p>For administrative efficiency the entire Task Order with Mead and Hunt is included for a total amount of \$1,291,835.30. This assumes that the additional construction schedules will be awarded at a later date. Notice to Proceed for the additional Mead and Hunt work items will only be provided only if funding for the respective work is subsequently awarded by the FAA and authorized by the Executive Director.</p>
REVIEWED BY:	The Executive Director and Legal Council have reviewed Task Order #5 and has determined that the fees are fair and reasonable.
FISCAL IMPACT:	Federal AIP Grants - \$ 1,162,651.00 (subject to Federal Funds) GJRA - \$ 129,184.30 (budgeted funds) Total - \$1,291,835.30
ATTACHMENTS:	1. Task Order #5

STAFF CONTACT: Eric Trinklein
etrinklein@gairport.com,
Office: 970-248-8597

**TASK ORDER #5
TO
PROFESSIONAL SERVICES AGREEMENT**

BETWEEN: GRAND JUNCTION REGIONAL AIRPORT AUTHORITY (CLIENT)
Grand Junction, Colorado

AND: Mead & Hunt, Inc. (CONSULTANT)
A Wisconsin Corporation

EFFECTIVE DATE: July 2019

RECITALS

This is the fifth Task Order to the Professional Services Agreement dated effective May 16, 2017, between the Client of GRAND JUNCTION REGIONAL AIRPORT AUTHORITY and Mead & Hunt, Inc. The Professional Services Agreement effective 5/16/2017, is referred to herein as the Contract.

The work described in the attached Exhibit A *Scope of Services*, and the corresponding effort and expense described in the attached Exhibit B *Fee Estimate*, will be performed in accordance with the terms identified in the agreement.

The below agreement identifies the work described in Exhibit A, and corresponding fee described in Exhibit B, which is to be performed per this Task Order. The total fee for this Task Order is \$1,291,835.30 consisting of services being performed on a LUMP SUM basis of \$167,813.80, and services being performed on a TIME & EXPENSE basis of \$1,124,021.50. The individual work efforts for Time & Expense tasks will be authorized by the OWNER in advance of services being undertaken.

AGREEMENT

Scope Task 213: FY 2019 Scope Development

Fee: \$22,415.00

Payment Terms: Lump Sum

Expected Completion: July 2019

Scope Task 214: Sponsor Coordination

Fee: \$101,703.40

Payment Terms: Lump Sum

Expected Completion: March 2020

Scope Task 215: Construction Administration – 2019 Package 1 – Base Bid

Fee: \$708,695.00

Payment Terms: Time & Expense, Not to Exceed.

Expected Completion: March 2020

Scope Task 215: Construction Administration – 2019 Package 1 – Schedule 1

Fee: \$60,398.60

Payment Terms: Time & Expense, Not to Exceed.

Expected Completion: March 2020

Scope Task 215: Construction Administration – 2019 Package 1 – Schedule 2

Fee: \$277,644.00

Payment Terms: Time & Expense, Not to Exceed.

Expected Completion: March 2020

Scope Task 216: Post Construction Services

Fee: \$43,695.40

Payment Terms: Lump Sum

Expected Completion: April 2020

Scope Task 217: Runway Program Support 2019 – Assume 70% of Potential Tasks Accounted for in Task Order

Fee: \$77,283.90

Payment Terms: Time & Expense

Expected Completion: May 2020

APPROVAL AND ACCEPTANCE: Approval and acceptance of the TASK ORDER including any attachments shall incorporate this document as part of the CONTRACT between the OWNER and the CONSULTANT dated 5/16/2017. All work and services defined in this TASK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT between the OWNER and CONSULTANT.

Accepted by: GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY

Approved by: MEAD & HUNT, INC.

By: _____

Name: _____

Title: _____

*The above person is authorized to sign for Client
and bind the Client to the terms hereof.*

Date: _____

By:  _____

Name: Brad ROLF

Title: Vice President

Date: June 13, 2019

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Recommendation for Award Securitas (Fence Project)
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approval of the Securitas Agreement for the 2019 Fence Project.
LAST ACTION:	Board approval of the Grant (AIP 62) on June 18, 2019
DISCUSSION:	<p>This project is part of the multi-year runway replacement program. A grant to cover 90% of the costs for this project was awarded to GJT by the FAA in June 2019.</p> <p>This contract will provide the installation and integration of the access control system for a gate to be installed with the Air Operations Area (AOA) fence project.</p> <p>Two proposals were received. The proposal from Securitas was the lowest cost proposal meeting the project requirements.</p>
REVIEWED BY:	The Executive Director and Legal Council have reviewed the agreement and determined the fees are fair and reasonable.
FISCAL IMPACT:	Federal AIP Grants - \$24,159.00 GJRA - \$2,684.90 (budgeted funds) Total - \$26,843.90
ATTACHMENTS:	1. Proposal
STAFF CONTACT:	Eric Trinklein etrinklein@gairport.com , Office: 970-248-8597

PURCHASE INVESTMENT SUMMARY

Pricing Breakdown

Material Schedule:	\$13,043.22
Labor Schedule:	\$11,244.23
Other:	\$2,101.45
	Total: \$26,843.90

*Prices quoted do not include Sales or Use tax. Applicable Sales and Use tax will be added to the quoted prices.

Billing Terms

100% Upon completion of Installation. Payment Terms: Due Upon Receipt.

This proposal is valid for 90 days

Thank you for the opportunity to provide this proposal. Please sign, date and return the proposal in its entirety to

eMail: maria.visalli@securitates.com

Please issue any Purchase Order or other contract documents to Securitas Electronic Security, Inc.

Customer Expected Completion Date: 09-25-2019

This Agreement shall not become binding on Securitas Electronic Security, Inc. until approved and accepted by Securitas Electronic Security, Inc. management as provided below.

Seller:

Securitas Electronic Security, Inc.
Company

7442 S Tucson Way Suite #180

Centennial, CO 80012
Address

Maria Visalli, Account Executive Regional
Commercial
Account Representative Name & Title

John Mendoza, RSM
Securitas ES Management

John Mendoza 6/26/19
Securitas ES Management Signature Date

Buyer:

GRAND JUNCTION REGIONAL AIRPORT
Trade, partnership or corporate name if different
from above

800 EAGLE DR

Grand Junction, CO 81506
Address

Brian Harrison
Name & Title

Authorized Signature Date

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Recommendation for Award FAA Reimbursable Agreement
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approval of the FAA Non-Federal Reimbursable Agreement #AJW-FN-WSA-19-NM-002826.
LAST ACTION:	Board approval of the Grant (AIP 62) on June 18, 2019
DISCUSSION:	<p>This project is part of the multi-year runway replacement program. A grant to cover 90% of the costs for this project was awarded to GJT by the FAA in June 2019.</p> <p>This contract is for the FAA Air Traffic Organization (FAA ATO) to provide the preliminary design of the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) through a Reimbursable Agreement.</p>
REVIEWED BY:	The Executive Director and Legal Council have reviewed the agreement and determined the fees are fair and reasonable.
FISCAL IMPACT:	Federal AIP Grants - \$ 41,136 GJRA - \$ 4,570.67 (budgeted funds) Total - \$45,706.67
ATTACHMENTS:	1. Agreement # AJW-FN-WSA-19-NM-002826
STAFF CONTACT:	Eric Trinklein etrinklein@gjairport.com , Office: 970-248-8597

NON-FEDERAL REIMBURSABLE AGREEMENT

BETWEEN

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

AND

**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY
GRAND JUNCTION, COLORADO**

WHEREAS, the Federal Aviation Administration (FAA) can furnish directly or by contract, material, supplies, equipment, and services which the **Grand Junction Regional Airport Authority** (Sponsor) requires, has funds available for, and has determined should be obtained from the FAA;

WHEREAS, it has been determined that competition with the private sector for provision of such material, supplies, equipment, and services is minimal; the proposed activity will advance the FAA's mission; and the FAA has a unique capability that will be of benefit to the Sponsor while helping to advance the FAA's mission;

WHEREAS, the authority for the FAA to furnish material, supplies, equipment, and services to the Sponsor upon a reimbursable payment basis is found in 49 U.S.C. § 106(l)(6) on such terms and conditions as the Administrator may consider necessary;

NOW THEREFORE, the FAA and the Sponsor mutually agree as follows:

ARTICLE 1. Parties

The Parties to this Agreement are the FAA and **Grand Junction Regional Airport Authority**.

ARTICLE 2. Type of Agreement

This Agreement is an "other transaction" authorized under 49 U.S.C. § 106(l)(6). It is not intended to be, nor will it be construed as, a partnership, corporation, joint venture or other business organization.

ARTICLE 3. Scope

A. The purpose of this Agreement between the FAA and the Sponsor is to provide preliminary design, design and construction services for the proposed re-grading of the current RWY 11/19 Runway Safety Area (RSA) in support of the future relocation of RWY 11/29. This Agreement provides funding for the FAA to establish these services. The FAA and the Sponsor may enter into either an amendment of this

agreement or a new agreement to cover the implementation of the project plans developed under this agreement. Therefore, this Agreement is titled:

**Grand Junction, CO (GJT) – Engineering Design for RWY 11/29 Relocation –
RWY 11/29 Grading**

B. The FAA will perform the following activities:

1. Provide the necessary engineering support to review the airport project drawings for design coordination.
2. Identify and confirm the facilities that will be impacted under the Reimbursable Agreement.
3. Provide preliminary requirements including site locations, commercial power, telecommunications/FAA telecommunications infrastructure (FTI), shelters, and grading to support the sponsors planning activities.
4. Provide to the Sponsor any requirements and/or recommendations related to FAA facilities impacted by the sponsor's project.
5. Attend meetings and perform site visits in support of reimbursable agreement program management.
6. Provide cost estimates for completed site studies.
7. Provide preliminary Rough Order of Magnitude (ROM) estimates for construction and installation of FAA facilities as required.
8. Provide engineering design for affected FAA facilities under selected alternative from preliminary engineering.

C. The Sponsor will perform the following activities:

1. Provide the FAA POC identified by this document with plans and specifications for the project. This includes electronic drawings of all project areas, grading plans of safety areas, proposed runway centerline profiles, latitude, longitude, and elevation of runway ends, in both PDF and AutoCAD formats.
2. Provide a full schedule of the work to be accomplished, including construction activities relating to FAA facilities and equipment.
3. Incorporate any requirements and recommendations made by the FAA and agreed to by the sponsor into the design drawings and specifications and into the construction project.

4. Provide access to the project site, including any airport-specific security briefs or driving requirements, to the FAA for the purposes of site surveys, construction inspections, and equipment installation and testing activities.
 5. Provide photographic records of the construction as it pertains to FAA facilities when requested.
 6. Provide the most up to date geotechnical reports for the project.
- D. This agreement is in whole or in part funded with funding from an AIP grant [] Yes [X] No. If Yes, the grant date is: _____ and the grant number is: _____ . If the grant information is not available at the time of agreement execution, the Sponsor will provide the grant information to the FAA when it becomes available.

ARTICLE 4. Points of Contact

A. FAA:

1. The **FAA Western Service Area, Planning & Requirements Group, NAS Planning & Integration Team** will provide administrative oversight of this Agreement. **Andrew Edstrom** is the **Lead Planner** and liaison with the Sponsor and can be reached at **(206) 231-2841** or via email at **andrew.edstrom@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
2. The **FAA Western Service Area, NAVAIDS Engineering Center – Seattle A Group** will perform the scope of work included in this Agreement. **Matt King** is the **Civil Engineer** and liaison with the Sponsor and can be reached at **(206) 231-2636** or via email at **matt.king@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
3. **FAA Contracting Officer:** The execution, amendment, and administration of this Agreement must be authorized and accomplished by the Contracting Officer, **Brad Logan** who can be reached at **(817) 222-4395** or via email at **brad.logan@faa.gov**.

B. Sponsor:

Grand Junction Regional Airport Authority
Attn: Eric Trinklein
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506

Telephone: (970) 248-8588
Email: etrinklein@gjairport.com

ARTICLE 5. Non-Interference with Operations

The Sponsor understands and hereby agrees that any relocation, replacement, or modification of any existing or future FAA facility, system, and/or equipment covered by this Agreement during its term or any renewal thereof made necessary by Sponsor improvements, changes, or other actions which in the FAA's opinion interfere with the technical and/or operations characteristics of an FAA facility, system, and/or piece of equipment will be at the expense of the Sponsor, except when such improvements or changes are made at the written request of the FAA. In the event such relocations, replacements, or modifications are necessitated due to causes not attributable to either the Sponsor or the FAA, the parties will determine funding responsibility.

ARTICLE 6. Property Transfer – Reserved

ARTICLE 7. Estimated Costs

The estimated FAA costs associated with this Agreement are as follows:

DESCRIPTION OF REIMBURSABLE ITEM	ESTIMATED COST
Labor	
WB4020 – Engineering Support/Survey	\$32,000.00
Labor Subtotal	\$32,000.00
Labor Overhead	\$5,066.67
Total Labor	\$37,066.67
Non-Labor	
WB4020 – Travel	\$8,000.00
Non-Labor Subtotal	\$8,000.00
Non-Labor Overhead	\$640.00
Total Non-Labor	\$8,640.00
TOTAL ESTIMATED COST	\$45,706.67

ARTICLE 8. Period of Agreement and Effective Date

The effective date of this Agreement is the date of the last signature. This Agreement is considered complete when the final invoice is provided to the Sponsor and a refund is sent or payment is received as provided for in Article 9, Section E of this Agreement. This Agreement will not extend more than five years beyond its effective date.

ARTICLE 9. Reimbursement and Accounting Arrangements

- A. The Sponsor agrees to prepay the entire estimated cost of the Agreement. The Sponsor will send a copy of the executed Agreement and submit full advance payment in the amount stated in Article 7 to the Reimbursable Receipts Team listed in Section C of this Article. The advance payment will be held as a non-interest bearing deposit. Such advance payment by the Sponsor must be received before the FAA incurs any obligation to implement this Agreement. Upon completion of this Agreement, the final costs will be netted against the advance payment and, as appropriate, a refund or final bill will be sent to the sponsor. Per U.S. Treasury guidelines, refunds under \$1.00 will not be processed. Additionally, FAA will not bill the sponsor for amounts less than \$1.00.
- B. The Sponsor certifies that arrangements for sufficient funding have been made to cover the estimated costs of the Agreement.
- C. The Reimbursable Receipts team is identified by the FAA as the billing office for this Agreement. The preferred method of payment for this agreement is via Pay.Gov. The sponsor can use a check or credit card to provide funding in this manner and receipt-processing time is typically within 3 working days. Alternatively, the sponsor can mail the payment to the address shown below. When submitting funding by mail, the Sponsor must include a copy of the executed Agreement and the full advance payment. All payments mailed to the FAA must include the Agreement number, Agreement name, Sponsor name, and project location. Payments submitted by mail are subject to receipt-processing delay of up to 10 working days.

FAA payment remittance address using USPS or overnight method is:

Federal Aviation Administration
Reimbursable Receipts Team
800 Independence Ave S.W.
Attn: Rm 612
Washington D.C. 20591
Phone 202-267-1307

The Sponsor hereby identifies the office to which the FAA will render bills for the project costs incurred as:

Grand Junction Regional Airport Authority
Attn: Eric Trinklein
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506
Email: etrinklein@gairport.com

- D. The FAA will provide a quarterly Statement of Account of costs incurred against the advance payment.

- E. The cost estimates contained in Article 7 are expected to be the maximum costs associated with this Agreement, but may be amended to recover the FAA's actual costs. If during the course of this Agreement actual costs are expected to exceed the estimated costs, the FAA will notify the Sponsor immediately. The FAA will also provide the Sponsor an amendment to the Agreement which includes the FAA's additional costs. The Sponsor agrees to prepay the entire estimated cost of the amendment. The Sponsor will send a copy of the executed amendment to the Agreement to the Reimbursable Receipts Team with the additional advance payment. Work identified in the amendment cannot start until receipt of the additional advance payment. In addition, in the event that a contractor performing work pursuant to the scope of this Agreement brings a claim against the FAA and the FAA incurs additional costs as a result of the claim, the Sponsor agrees to reimburse the FAA for the additional costs incurred whether or not a final bill or a refund has been sent.

ARTICLE 10. Changes and Amendments

Changes and/or amendments to this Agreement will be formalized by a written amendment that will outline in detail the exact nature of the change. Any amendment to this Agreement will be executed in writing and signed by the authorized representative of each party. The parties signing this Agreement and any subsequent amendment(s) represent that each has the authority to execute the same on behalf of their respective organizations. No oral statement by any person will be interpreted as amending or otherwise affecting the terms of the Agreement. Any party to this Agreement may request that it be amended, whereupon the parties will consult to consider such amendments.

ARTICLE 11. Termination

In addition to any other termination rights provided by this Agreement, either party may terminate this Agreement at any time prior to its expiration date, with or without cause, and without incurring any liability or obligation to the terminated party other than payment of amounts due and owing and performance of obligations accrued, in each case on or prior to the termination date, by giving the other party at least thirty (30) days prior written notice of termination. Payment of amounts due and owing may include all costs reimbursable under this Agreement, not previously paid, for the performance of this Agreement before the effective date of the termination; the total cost of terminating and settling contracts entered into by the FAA for the purpose of this Agreement; and any other costs necessary to terminate this Agreement. Upon receipt of a notice of termination, the receiving party will take immediate steps to stop the accrual of any additional obligations which might require payment. All funds due after termination will be netted against the advance payment and, as appropriate, a refund or bill will be issued.

ARTICLE 12. Order of Precedence

If attachments are included in this Agreement and in the event of any inconsistency between the attachments and the terms of this Agreement, the inconsistency will be resolved by giving preference in the following order:

- A. This Agreement
- B. The attachments

ARTICLE 13. Legal Authority

This Agreement is entered into under the authority of 49 U.S.C. § 106(l)(6), which authorizes the Administrator of the FAA to enter into and perform such contracts, leases, cooperative agreements and other transactions as may be necessary to carry out the functions of the Administrator and the Administration on such terms and conditions as the Administrator may consider appropriate. Nothing in this Agreement will be construed as incorporating by reference or implication any provision of Federal acquisition law or regulation.

ARTICLE 14. Disputes

Where possible, disputes will be resolved by informal discussion between the parties. In the event the parties are unable to resolve any dispute through good faith negotiations, the dispute will be resolved by alternative dispute resolution using a method to be agreed upon by the parties. The outcome of the alternative dispute resolution will be final unless it is timely appealed to the Administrator, whose decision is not subject to further administrative review and, to the extent permitted by law, is final and binding (see 49 U.S.C. § 46110).

ARTICLE 15. Warranties

The FAA makes no express or implied warranties as to any matter arising under this Agreement, or as to the ownership, merchantability, or fitness for a particular purpose of any property, including any equipment, device, or software that may be provided under this Agreement.

ARTICLE 16. Insurance

The Sponsor will arrange by insurance or otherwise for the full protection of itself from and against all liability to third parties arising out of, or related to, its performance of this Agreement. The FAA assumes no liability under this Agreement for any losses arising out of any action or inaction by the Sponsor, its employees, or contractors, or any third party acting on its behalf.

ARTICLE 17. Limitation of Liability

To the extent permitted by law, the Sponsor agrees to indemnify and hold harmless the FAA, its officers, agents and employees from all causes of action, suits or claims arising out of the work performed under this Agreement. However, to the extent that such claim is determined to have arisen from the act or omission by an officer, agent, or employee of the FAA acting within the scope of his or her employment, this hold harmless obligation will not apply and the provisions of the Federal Tort Claims Act, 28 U.S.C. § 2671, et

seq., will control. The FAA assumes no liability for any losses arising out of any action or inaction by the Sponsor, its employees, or contractors, or any third party acting on its behalf. In no event will the FAA be liable for claims for consequential, punitive, special and incidental damages, claims for lost profits, or other indirect damages.

ARTICLE 18. Civil Rights Act

The Sponsor will comply with Title VI of the Civil Rights Act of 1964 relating to nondiscrimination in federally assisted programs.

ARTICLE 19. Protection of Information

The parties agree that they will take appropriate measures to identify and protect proprietary, privileged, or otherwise confidential information that may come into their possession as a result of this Agreement.

ARTICLE 20. Security

In the event that the security office determines that the security requirements under FAA Order 1600.72A applies to work under this Agreement, the FAA is responsible for ensuring that security requirements, including compliance with AMS clause 3.14.2.1, Contractor Personnel Suitability Requirements are met.

ARTICLE 21. Entire Agreement

This document is the entire Agreement of the parties, who accept the terms of this Agreement as shown by their signatures below. In the event the parties duly execute any amendment to this Agreement, the terms of such amendment will supersede the terms of this Agreement to the extent of any inconsistency. Each party acknowledges participation in the negotiations and drafting of this Agreement and any amendments thereto, and, accordingly that this Agreement will not be construed more stringently against one party than against the other. If this Agreement is not executed by the Sponsor within 120 calendar days after the FAA transmits it to the Sponsor, the terms contained and set forth in this Agreement shall be null and void.

AGREED:

**FEDERAL AVIATION
ADMINISTRATION**

**GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY**

SIGNATURE _____
NAME Bradley K. Logan
TITLE Contracting Officer
DATE _____

SIGNATURE _____
NAME _____
TITLE _____
DATE _____

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Ground Lease Changes: Corporate Hangars, Hangar One Association, V&S Holdings, LLC
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Board approval of the requests from Corporate Hangars, Hangar One Association, and C&S Holdings, LLC to move their current ground leases to the 2015 Ground Lease Agreement and authorize the Executive Director to execute the lease.
SUMMARY:	<p>At the March 26, 2019 Board meeting the Board approved the 2019 ground lease agreement and gave the nine tenants on pre-2015 leases until July 1, 2019 to notify the Airport they would like to move to the 2015 lease. Staff notified these tenants via certified mail and email.</p> <p>As of June, four of the nine eligible tenants had converted to the new lease. Staff made courtesy calls to the remaining five tenants and these three tenants notified the airport by the July 1 deadline of their desire to move to the new lease. With the Board's approval, two of the nine eligible tenants will remain on their current lease agreements with GJRAA and will not convert to the 2015 lease.</p> <p>For efficiency purposes the three standard leases are not included in the packet but are available from staff upon request.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	None
ATTACHMENTS:	None
STAFF CONTACT:	Chance Ballegeer Airport Security Coordinator / Property Manager Email: cballegeer@gjairport.com Office: 970-248-8586

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	At-Large Commissioner Candidate Selection
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	<p>There is no staff recommendation as this is a Board decision. The proposed form of motion is as follows:</p> <p>I move to recommend to Mesa County and the City of Grand Junction that _____ be appointed as the at-large director for the Grand Junction Regional Airport Authority Board.</p>
SUMMARY:	<p>The GJRAA Board is comprised of seven directors, three appointed by Mesa County, three appointed by the City of Grand Junction and one at-large director appointed jointly. The Board of the GJRAA is charged with recommending an at-large director to the City and County for appointment. After a public solicitation for candidates six candidates were interviewed on July 10, 2019, and one candidate was absent but provided written responses to the questions in advance. Pursuant to the GJRAA bylaws public comments are to be taken at the next regular meeting on July 16, 2019. After public comment the Board may discuss the candidates and shall by motion recommend a candidate to the City and County for appointment.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	N/A
ATTACHMENTS:	None
STAFF CONTACT:	Joseph R. Burtard 970-248-5814 jburtard@gjairport

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	GJRAA Employee Health Insurance		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	We recommend the Board approve the proposed health insurance benefits for the plan year of September 1, 2019 through August 31, 2020.		
SUMMARY:	<p>Based on a review of health insurance plan options presented to GJRAA staff by HUB, and based on our evaluation of those options, we are recommending that the board approve the following employee health insurance options for the 2019-2020 plan year:</p> <ol style="list-style-type: none">1. Rocky Mountain Monument Health PPO Silver HSA 4500/6500 – Tiered Network SG PPO2. Rocky Mountain Monument Health PPO Silver 3500/5000 – Tiered Network SG PPO <p>In conjunction with these plans, we are also recommending that an Appleton Clinic membership continue to be offered to all staff to be paid for by the Airport. If an employee enrolled in the High Deductible plan option declines participation in Appleton, we will pay 50% of the cost of the Appleton clinic membership in an HSA contribution.</p> <p>Lastly, we are proposing a Deductible Reimbursement program offering reimbursement of \$1,000 for an individual, or \$2,000 for family coverage for any employee who incurs deductible costs within the reimbursement amount over the max. Example – An individual in the PPO Plan with a \$3,500 deductible will be reimbursed for any deductible expenses incurred over \$2,500, up to a maximum reimbursement of \$1,000.</p> <p>We are recommending that we continue to offer the same dental and vision coverage offered for 2018-2019 paid 100% by employees.</p>		
REVIEWED BY:	Executive Director		
FISCAL IMPACT:	Based on the current participation in the Plans, and a 30% utilization of the Deductible Reimbursement program, we are projecting an increase of approximately \$6,800 in budgeted Health Insurance Cost		

compared to the 2019 annual health insurance budget of \$306,000. If the Deductible Reimbursement program were fully used, it would represent an increase of approximately \$36,000 from the 2019 budget.

ATTACHMENTS: HUB Presentation

STAFF CONTACT: Sarah Menge
970-248-8581
smenge@gairport.com

Employee Benefit Renewal - Objectives

- Maintain/Improve Quality of Coverage to Employees
- Optimize the Value of Coverage to the Airport
- Manage the Overall Cost Increase to GJRAA and Employees
- Incorporate Employee Feedback on the 2018-2019 Plan
 - Address concerns about increasing deductibles
 - Maintaining the existing relationship with Appleton Clinics
 - Improve customer service quality

Financial Comparison

GJRAA - 2019-2020 RENEWAL COMPARISON					
CURRENT PLAN BUDGET		RENEWAL PROPOSAL			
	2019 Budget	Estimated Annual Cost	\$ Change	% Change	Annual Change / EE
Monthly - EE Insurance Cost	\$ 106,200	\$ 80,866	\$ (25,334)	-23.9%	\$ (844)
Monthly - ER Insurance Cost	\$ 270,860	\$ 265,666	\$ (5,194)	-1.9%	\$ (173)
HSA/Appleton Clinic Contribution	\$ 35,640	\$ 35,640	\$ -	0.0%	\$ -
Proposed Ded. Reimb - Annual	\$ -	\$ 12,069	\$ 12,069	100.0%	\$ 402
Total Monthly ER Cost	\$ 306,500	\$ 313,375	\$ 6,875	2.2%	\$ 229

** Average insurance costs for comparable employers for the year was approximately 10%.

HUB

Employee Benefits Renewal

Grand Junction Regional Airport Authority

2019

Presented By:

Randy Rush
Client Executive

Dana Jaworski
Account Manager



Current & Renewal

Current Plan 2

Renewal Plan 2

Carrier:		United Healthcare			United Healthcare			Rocky Mtn						
Plan Name:		Choice Plus HSA Silver 3500/80% AV81 271			Choice Plus HSA Silver 3500/80% AV81 271			Monument Health PPO Silver HSA 4500/6500 - Tiered Network SG						
Plan Type:		PPO			PPO			PPO / Silver						
Effective Date:		9/1/2018 - CURRENT			9/1/2019			9/1/2019						
DEDUCTIBLE & COINSURANCE														
Individual		\$3,500			\$3,500			PPO: T1: \$4,500; T2: \$6,500						
Family		\$7,000 (embedded)			\$7,000 (embedded)			PPO: T1: \$9,000; T2: \$13,000 (embedded)						
OUT-OF-POCKET MAX														
Individual		\$6,150 (includes ded.)			\$6,650 (includes ded.)			PPO: T1: \$4,500; T2: \$6,500 (includes ded.)						
Family		\$12,300 (embedded; includes ded.)			\$13,300 (embedded; includes ded.)			PPO: T1: \$9,000; T2: \$13,000 (embedded; includes ded.)						
PHYSICIAN SERVICES														
Office Visits		20% after ded.			20% after ded.			PPO: 0% after ded.						
Preventive Care		0% (ded. waived)			0% (ded. waived)			PPO: 0% (ded. waived)						
Diagnostic Lab/X-Ray		20% after ded.			20% after ded.			PPO: 0% after ded.						
Imaging (CT/PET scans, MRIs)		20% after ded.			20% after ded.			PPO: 0% after ded.						
PRESCRIPTION DRUGS														
Rx		Med. Ded. (Tiers 1-4) \$15/\$45/\$90/\$250 (Rx: 271 Advantage)			Med. Ded. (Tiers 1-4) \$15/\$45/\$90/\$350 (Rx: 831 Advantage)			PPO: MedDed (1-5); 0%						
HOSPITAL FACILITY SERVICES														
Inpatient Hospital Services		20% after ded.			20% after ded.			PPO: 0% after ded.						
Outpatient Surgery in a Hospital		20% after ded.			20% after ded.			PPO: 0% after ded.						
EMERGENCY SERVICES														
Emergency Room		20% after ded.			20% after ded.			PPO: 0% after Tier 1 ded.						
Urgent Care		20% after ded.			20% after ded.			PPO: 0% after ded.						
Employee Rate Data														
	Tier	Total Enrollment	Actual Enrollment	Total Rates			Actual Enrollment	Total Rates			Tier Count	EE	Dep	Total
	EE	18	4	\$599.73	\$599.73		4	\$701.62	\$701.62		4	\$641.67		\$641.67
	ES	4		\$599.73	\$599.73	\$1,199.46		\$701.62	\$701.62	\$1,403.24		\$641.67	\$641.67	\$1,283.34
	EC			\$599.73	\$509.77	\$1,109.50		\$701.62	\$596.38	\$1,298.00		\$641.67	\$545.42	\$1,187.09
	FAM	4	1	\$599.73	\$1,109.50	\$1,709.23	1	\$701.62	\$1,298.00	\$1,999.62	1	\$641.67	\$1,187.09	\$1,828.76
	Totals:	26	5			\$4,108.15	5			\$4,806.10	5	\$3,208.35	\$1,187.09	\$4,395.44
	% Difference to Current Base Plan:		NA			16.99%			6.99%					
	\$ Difference to Current Base Plan:		NA			\$697.95			\$287.29					
	Comparison Total (assumes full enrollment):		\$22,429.90			\$26,240.60			\$23,998.46					

*rate may vary depending on age at final enrollment



Current & Renewal

Current Plan 1

Renewal Plan 1

Carrier:	United Healthcare			United Healthcare			Rocky Mtn Monument Health PPO Silver 3500/5000 - Tiered Network SG											
Plan Name:	Choice Direct Silver 30/3000/80% ATNV 401			Choice Plus Silver 35/2500/60% BG5K 834			PPO / Silver											
Plan Type:	EPO			PPO			PPO / Silver											
Effective Date:	9/1/2018 - CURRENT			9/1/2019			9/1/2019											
DEDUCTIBLE & COINSURANCE																		
Individual	\$3,000			\$2,500			PPO:	T1: \$3,500; T2: \$5,000										
Family	\$6,000 (embedded)			\$5,000 (embedded)			PPO:	T1: \$7,000; T2: \$10,000 (embedded)										
OUT-OF-POCKET MAX																		
Individual	\$5,500 (includes ded.)			\$7,900 (includes ded.)			PPO:	\$7,350 (includes ded.)										
Family	\$11,000 (embedded; includes ded.)			\$15,800 (embedded; includes ded.)			PPO:	\$14,700 (embedded; includes ded.)										
PHYSICIAN SERVICES																		
Office Visits	\$30/\$60 (ded. waived 3 visits) then 20% after ded.			\$35/\$70 (ded. waived)			PPO:	T1: 0% (ded. waived 3 visits) then \$35/\$70 (ded. waived); T2: \$50 (ded.)										
Preventive Care	0% (ded. waived)			0% (ded. waived)			PPO:	0% (ded. waived)										
Diagnostic Lab/X-Ray	Freestanding: 20% after ded.; OP Hospital: \$250 + 20% after ded.			40% after ded.			PPO:	T1: \$40/\$70 (ded. waived); T2: 50% after ded.										
Imaging (CT/PET scans, MRIs)	Freestanding: 20% after ded.; OP Hospital: \$500 + 20% after ded.			40% after ded.			PPO:	T1: 30% after ded.; T2: 50% after ded.										
PRESCRIPTION DRUGS																		
Rx	\$15/\$50/\$135/\$300 (Rx: 401 Essential)			\$250/\$500 Ded. (Tiers 2-4) \$15/\$40/\$80/\$350 (Rx: 834 Advantage)			PPO:	\$15/\$50/\$80/\$300/\$450 (ded. waived all tiers)										
HOSPITAL FACILITY SERVICES																		
Inpatient Hospital Services	\$500 + 20% after ded.			40% after ded.			PPO:	T1: \$750 per day, 4 days max (ded.)										
Outpatient Surgery in a Hospital	\$500 + 20% after ded.			40% after ded.			PPO:	T1: 30% after ded.; T2: 50% after ded.										
EMERGENCY SERVICES																		
Emergency Room	\$500 + 20% after ded.			40% after ded.			PPO:	\$600, then 30% after Tier 1 ded.										
Urgent Care	\$30 (ded. waived)			\$35 (ded. waived)			PPO:	\$60 (ded. waived)										
Employee Rate Data																		
	Tier	Total Enrollment	Actual Enrollment			Total Rates			Actual Enrollment			Total Rates			Tier Count	EE	Dep	Total
	EE	18	14	\$587.42	\$587.42		14	\$674.64	\$674.64		14	\$635.35	\$635.35		14	\$635.35		\$635.35
	ES	4	4	\$587.42	\$587.42	\$1,174.84	4	\$674.64	\$674.64	\$1,349.28	4	\$635.35	\$635.35	\$635.35	4	\$635.35	\$635.35	\$1,270.70
	EC			\$587.42	\$499.31	\$1,086.73		\$674.64	\$573.44	\$1,248.08		\$635.35	\$540.05	\$635.35		\$635.35	\$540.05	\$1,175.40
	FAM	4	3	\$587.42	\$1,086.73	\$1,674.15	3	\$674.64	\$1,248.08	\$1,922.72	3	\$635.35	\$1,175.40	\$635.35	3	\$635.35	\$1,175.40	\$1,810.75
	Totals:	26	21			\$17,945.69	21			\$20,610.24	21	\$13,342.35	\$6,067.60	\$19,409.95				
	% Difference to Current Base Plan:			NA			14.85%			8.16%								
	\$ Difference to Current Base Plan:			NA			\$2,664.55			\$1,464.26								
	Comparison Total (assumes full enrollment):			\$21,969.52			\$25,231.52			\$23,762.10								

*rate may vary depending on age at final enrollment

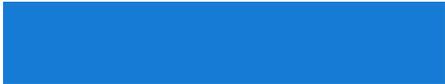


HUB

Dental

Carrier:		Delta Dental			Delta Dental		
Plan Name:		Plus Premier 4C - Including Right Start 4 Kids			Plus Premier 4C - Including Right Start 4 Kids		
Plan Type:		DPPO			DPPO		
Effective Date:		9/1/2018			9/1/2019		
DEDUCTIBLE							
Individual		PPO:	\$50	PPO:		\$50	
Family		PPO:	\$150	PPO:		\$150	
Waived for Preventive		PPO:	Yes	PPO:		Yes	
DENTAL SERVICES							
Preventive Care		PPO:	100%	PPO:		100%	
Basic Services		PPO:	80%	PPO:		80%	
Major Services		PPO:	50%	PPO:		50%	
Periodontal Surgery		PPO:	Basic	PPO:		Basic	
Endodontic Surgery		PPO:	Basic	PPO:		Basic	
BENEFIT MAXIMUMS							
Annual Benefit Max		PPO:	\$2,000 per person per calendar year	PPO:		\$2,000 per person per calendar year	
Employee Rate Data							
	Tier	Total Enrollment	Actual Enrollment	Total Rates		Actual Enrollment	Total Rates
	EE	9	9	\$43.95	\$43.95	9	\$47.69 \$47.69
	ES	7	7	\$43.95	\$43.62 \$87.57	7	\$47.69 \$47.32 \$95.01
	EC			\$43.95	\$45.55 \$89.50		\$47.69 \$49.42 \$97.11
	FAM	3	3	\$43.95	\$90.51 \$134.46	3	\$47.69 \$98.20 \$145.89
	Totals:	19	19		\$1,411.92	19	\$1,531.95
% Difference to Current Base Plan:				NA		8.50%	
\$ Difference to Current Base Plan:				NA		\$120.03	
Comparison Total (assumes full enrollment):				\$1,411.92		\$1,531.95	

*rate may vary depending on age at final enrollment



Vision

Carrier:		<u>VSP</u>			
Plan Name:		<u>VSP Choice Plan</u>			
Plan Type:		<u>PPO</u>			
Effective Date:		<u>9/1/2018 - 8/31/2020</u>			
VISION EXAMS					
Exam		PPO:	Covered in full after \$10 copay		
LENSES AND FRAMES					
Single Vision Lenses		PPO:	Covered in full after \$25 copay		
Bifocals		PPO:	Covered in full after \$25 copay		
Trifocals		PPO:	Covered in full after \$25 copay		
Lenticular		PPO:	Covered in full after \$25 copay		
Frames		PPO:	\$130 Allowance / \$150 for featured frame brands / 20% savings on amount over allowance		
CONTACTS					
Necessary		PPO:	\$0 copay		
Elective		PPO:	\$130 Allowance		
BENEFIT FREQUENCY					
Examination		PPO:	Once every 12 months		
Lenses		PPO:	Once every 12 months		
Frames		PPO:	Once every 24 months		
Employee Rate Data					
		Actual			
		Enrollment		Total Rates	
Tier	Total Enrollment	13	\$7.49		
EE	13	13	\$7.49	\$4.49	\$11.98
ES	1	1	\$7.49	\$4.74	\$12.23
EC	3	3	\$7.49	\$12.23	\$19.72
FAM	3	3	\$7.49	\$12.23	\$19.72
Totals:		17	17	\$168.51	
% Difference to Current Base Plan:		Rate hold			
\$ Difference to Current Base Plan:		NA			
Comparison Total (assumes full enrollment):		\$168.51			

*rate may vary depending on age at final enrollment

TELEHEALTH

Teladoc

24/7 access to U.S. board-certified doctors & pediatricians

Anytime, anywhere.

Teladoc's U.S. board-certified doctors can resolve many of your medical issues, 24/7/365, via phone or online video consultations from wherever you happen to be. It's healthcare on your terms – simple as that.

Members can access a physician within three hours of their incoming call. If appropriate, the physician will diagnose and prescribe short-term medication. The prescription will be called into the member's pharmacy of choice. Teladoc is available 24 hours a day, 7 days a week and 365 days a year.

Highlights

- Routine nonemergency health issues addressed for members and their dependents
- Medical problems managed via telephone
- Recommend treatment and may prescribe short-term medication, if appropriate
- Supplements and supports primary care physicians or can be a first line of defense for patients who have no primary care physician
- Solves most minor medical issues in a matter of hours -patients get well faster
- Fewer hours spent in doctor's offices or emergency rooms -less time away from work or away from family
- Common conditions easily treated by Telemedicine consultations : Cold and flu symptoms, bronchitis, respiratory infection, sinus problems, allergies, urinary tract infection, pink eye, ear infection, and many more!

91%

\$0 per consultation!

1: Contact Teladoc



3: Resolve your issue



2: Talk with a doctor



4. Smile



Health Advocate

A Personal Health Advocate is available to you and your covered dependents at no cost. Your Personal Health Advocate is a trained professional, typically a Registered Nurse, who understands the ins and outs of the health care system and how to navigate through it. The Personal Health Advocate helps you and your covered dependents coordinate care among doctors and medical institutions in various ways.

Medical Bill Saver™

The **Health Advocate Medical Bill Saver™** benefit can lower out-of-pocket costs on medical bills **not covered by insurance**. Advocates will work with healthcare providers and attempt to lower the balance on any uncovered medical or dental bill over \$400.

How it works:

1. A specialized team member will attempt to negotiate a reduction on the amount due with the provider. Balance due must be more than \$400.
2. Negotiators have access to pricing benchmarks and information to help them negotiate effectively with physicians, dentists, hospitals, surgery centers and other health service providers.
3. Member will be sent a Savings Results Statement that summarizes the outcome of the negotiation and conditions of payment.

Your Personal Health Advocate can help you:

-Translate benefits information, clarify medical conditions and treatment options, resolve claims and billing issues, negotiate payments, provide cost estimates, locate qualified providers, secure second opinions, schedule appointments, arrange for specialized treatments, research elder care and more.

Health Advocate is a confidential service available 24 hours a day, 7 days a week and is available to your immediate family (including parents and in-laws).

Health Advocate, Inc., the nation's leading health advocacy company, serves more than 30 million Americans nationwide through its more than 8,500 client relationships

eDocAmerica

Doctors Online provides 24/7 access to web-based answers to medical questions from an expert team of board-certified physicians, psychologists, pharmacists, dentists, dietitians, and fitness trainers. (Other services include physician-written weekly Health Tips, two Health Risk Assessments, a 3D Video Library with access to 250+

Highlights

- Email access to the eDocAmerica medical team.
- Phone access to medical team through eDocVoice.
- Smartphone App (iPhone/Droid) access to the medical team.
- Ask any medical or health questions and always get personal, direct answers.
- 3D Video Library with more than 250 videos.
- Weekly Health Tips emails from doctors.
- Healthy Lifestyle Assessment to help you monitor your current health status.
- Personal Health Record provides secure storage for your health information.
- All services are unlimited, confidential, and cover the entire immediate family.
- eDocAmerica serves members in all 50 states and over 30 foreign countries.

According to a recent survey this service has the following benefits:

- Improved communication with my doctor
- Helped me with my medication use
- Helped me understand my symptoms and condition
- Helped me seek treatment for a previously unrecognized problem
- Helped me seek preventive care
- Resulted in less need for medical attention
- Lowered annual doctor visits

Low monthly fee:
\$7.95 (Vol)
\$6.95 (ER Paid)
per family



TELEHEALTH is a unique benefits package offered by HUB that is designed to help you navigate the complex healthcare and insurance system.

- Teladoc
- Health Advocate
- eDocAmerica



DISCLAIMER:

This plan not available in VT, WA

This plan is NOT insurance. This plan provides discounts at certain healthcare providers for medical services.

This plan does not make payments directly to the providers of medical services.

The plan member is obligated to pay for all healthcare services but will receive a discount from those healthcare providers who have contracted with the discount plan organization. This discount card program contains a 30 day cancellation period. The range of discounts for medical or ancillary services provided under the plan will vary depending on the type of provider and medical or ancillary service received. The discount medical card program makes available, before purchase and upon request, a list of program providers, including the name, city, state and specialty of each program provider located in the cardholder's service area. FL, LA, MS, ND, OK, RI, SC, SD and TX residents: Member shall receive a full refund of membership fees, excluding registration fee, if membership is cancelled within the first 30 days after the effective date. AR and TN residents: A refund of all fees will be issued if membership is cancelled within the first 30 days. MD Residents: The membership fee and one-time registration fee (minus \$5.00) will be refunded if cancelled within the first 30 days and upon return of the discount card. MA Residents: The plan is not insurance coverage and does not meet the minimum creditable coverage requirements under M.G.L. c. 111M and 95B CMR 5.00.

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Teladoc does not replace the primary care physician. Teladoc does not guarantee that a prescription will be written. Teladoc operates subject to state regulation and may not be available in certain states. Teladoc does not prescribe DEA controlled substances, non-therapeutic drugs and certain other drugs which may be harmful because of their potential for abuse. Teladoc physicians reserve the right to deny care for potential misuse of services. Teladoc phone consultations are available 24 hours, 7 days a week while video consultations are available during the hours of 7am to 9pm, 7 days a week. This plan is not insurance coverage and does not meet the minimum requirements under the Affordable Care Act.



Introducing VB Complete

VB Complete makes choosing the right voluntary benefits for your business easy.

Provide greater choice and flexibility to your employees.

Adding voluntary benefits can help you attract new talent and retain existing employees, enhance your existing benefits program without adding to your overall costs, help your employees reduce their out-of-pocket expenses and support the health and well-being of your workforce and their families.

Unsure where to start? After researching the most frequent paid insurance claims among small businesses, HUB created VB Complete, a suite of streamlined, employee-paid voluntary benefits designed to both give your employees greater choice and manage overall benefit costs in the face of rising health care expenses.

What are the advantages of VB Complete?

1. SIMPLIFIED PLAN DESIGNS

Our group voluntary benefits program design has been simplified and streamlined to make them as intuitive and easy to understand as possible. In essence, we've done the legwork for you!

2. GUARANTEED ISSUE UNDERWRITING

All of our voluntary benefits are underwritten by Transamerica and are guaranteed issue, meaning all eligible employees are able to participate, regardless of their health status.

3. EASY ENROLLMENT

Employees can enroll or waive coverage easily using our one-page data collection form.

4. STREAMLINED BILLING, CLAIMS & PAYROLL PROCESSING

VB Complete offers automatic payroll deductions, online billing and claims filing and full portability for all programs at the same rates.

What Should You Do Next?

Include voluntary benefits as part of your three to five year total rewards strategy in order to better respond to shifts in workforce needs and give your employees the opportunity to personalize their benefits.

What voluntary benefits are included in VB Complete?



Accident

ACCIDENTS HAPPEN. Think back to the last time you found yourself in the ER. As you waited to leave, did you make depressing calculations involving your deductible and copay?

AccidentAdvance® is an accident insurance policy that helps employees pay medical bills and other out-of-pocket expenses related to an unexpected injury. The policy offers the flexibility of 24-hour or off-the-job benefits with plan designs and benefit amounts customized for you. Employees receive benefits in addition to any other insurance they may have, helping them focus on recovery and getting back to work.



Critical Illness

ILLNESSES CAN KNOCK YOU DOWN. If you've ever known the pain of seeing loved ones battling cancer or suffering the effects of a stroke, you probably saw them spend as much time and energy dealing with the financial fallout as they did with their physical healing.

CriticalEvents® is a critical illness insurance policy that helps employees cover the costs associated with the initial diagnosis of a heart attack, stroke or other serious illness. The policy provides a lump-sum payment to help pay for expenses, including deductibles, copays, child care, credit card bills and travel for medical treatment. Critical illness insurance helps your employees avoid the financial strain a major illness can create so they can focus on recovering.



Hospital Indemnity

YOU COULD END UP IN THE HOSPITAL WITHOUT WARNING. Think back to the last time an unexpected emergency or doctor's diagnosis pitched you into the strange world of hospital gowns and midnight medications. Did you think of your medical expenses as often as getting back on your feet?

TransChoice® is a hospital indemnity insurance policy that pays a specified amount for each day an employee is confined to the hospital, and through a series of optional riders can provide benefits for a range of other medical situations. Employees can then use hospital indemnity insurance benefits to defray expenses like deductibles, copays and coinsurance amounts by receiving benefit payments or assigning them directly to health care providers.



Identity Theft

MAXIMUM PROTECTION FOR A LIFETIME OF RISK. ID theft insurance offers protection against the third certainty in life.

IDT Safeguard secures employees' privacy with complete detective and restorative identity protection 24/7. This benefit monitors your employees' personal and financial information on public and private databases, social media and the Internet worldwide, and takes step to restore their identity should a theft occur. IDT Safeguard also shares proactive measures and educational tools so employees can take steps to protect themselves. IDT Safeguard services do not stop at monitoring. If identity theft does occur, IDT Safeguard's experienced fraud specialists are on call 24/7 to help employees understand their credit reports and email alerts. These specialists will respond quickly to minimize any damage and will restore your employees' identity back to pre-theft status.



Permanent Life

PERMANENT LIFE INSURANCE IS THERE FOR YOU. Whole life insurance and universal life insurance are often called "permanent life insurance." As long as you continue to pay premiums, you can keep it throughout life as your circumstances and benefit needs change. Part of your premium pays for a death benefit (just as term life insurance would) and part of it accumulates, with interest, to build cash value.

TransElite® is a universal life insurance policy that offers employees a chance to build cash value with a guaranteed tax-deferred interest rate of three percent. The flexible premiums have a specified death benefit, with the opportunity to tailor benefit amounts to fit personal situations and family needs, such as paying final expenses, creating an inheritance for beneficiaries and making significant charitable contributions. This plan also allows for a **long-term care rider** that will pay a monthly portion of the death benefit to be used toward long-term care or home health care expenses.



Term Life

TERM LIFE INSURANCE—GOOD FOR A SPECIFIC PERIOD. Term life insurance helps protect your family's financial well-being for a specific period, like 5 to 20 years.

TransSelect® 5, 10, 20 is a term life insurance policy that provides a guaranteed death benefit amount for a specified number of years at a set premium. The policy allows employees to purchase higher death benefit amounts at lower premium rates than universal or whole life insurance.



Short-Term Disability

AN UNEXPECTED ACCIDENT OR ILLNESS CAN KEEP YOU FROM WORK. You've seen it happen—maybe it's even happened to you. A freak accident or random illness, such as a back injury, can make it impossible to work for awhile and can keep you from earning an income.

TransDI® Plus is a short-term disability income insurance policy designed to pay a monthly benefit to employees in the event they are unable to work because of a covered illness or injury. This benefit replaces a portion of employees' income, helping them meet the financial commitments during a time of need. You decide the maximum benefit amount up to 60 percent of income, when benefits will start and how long benefits will be paid.



Telemedicine

TELEHEALTH—QUALITY HEALTH CARE WHEN YOU NEED IT. We have all had to wait days or weeks to see our doctor for common medical conditions.

Teladoc can help your employees navigate the complex health care and insurance system. It provides 24/7/365 access via phone or video chat to U.S. board-certified doctors and pediatricians for a range of non-emergency medical issues **for a \$0 consult fee**. When appropriate, Teladoc physicians can even prescribe short-term medication and send it to the pharmacy of the employee's choice. Members can access a physician within 10 minutes, on average, of their incoming call.





Footnotes

- * Rates are subject to change based on final enrollment and underwriting
- * As Anthem Blue Cross Blue Shield receives additional guidance and clarification on the new health care reform laws from the U.S. Department of Health and Human Services, Department of Labor and Internal Revenue Service, Anthem Blue Cross Blue Shield may be required to make additional changes to this summary of benefits. This Anthem Blue Cross Blue Shield summary of benefits, as updated, is subject to the approval of the Colorado Division of Insurance.
- * By viewing this data as presented, you agree not to hold HUB International or it's affiliates responsible for any errors as a result of subsequent changes made to the exported format. Further, you understand that final rates, product offerings, and acceptability are determined by the insurance carrier.
- * The summary above is meant to be a brief description of plan benefits and features only. This is not a policy. Please consult the contract and/or evidence of coverage and disclosure brochure, either of which is available upon request, for a complete description of benefits, exclusions, limitations and participation requirements. The accuracy of this summary is not guaranteed and the information herein is subject to change without notice. This is not an offer of coverage.
- * Final rates are determined by the Carrier. This quote is not valid without the separate general disclaimer.
- * # Dependent children 21-25 years old are rated as adults. Dependent children may become ineligible for coverage on their 26th birthday; effective date of change may vary by carrier.
- * Rates have not been adjusted for COBRA enrollees.
- * ANTHEM CO: Rates are subject to review and approval by the Division of Insurance and may change based on that review.
- * Full Time and Full Time Equivalent (FTE) employee count must be between 1 - 100 in order to quote in small group. Call your Sales Executive for more info.
- * ANCILLARY RATES: Please note that the ancillary rates displayed are intended for NEW BUSINESS ONLY and should not be presented as renewal rates.
- * UnitedHealthcare CO: Due to slight variations in the data provided by the carrier for this quoting cycle small rounding differences may be observed. Please note that the carrier is working to update their data as quickly as possible. As a courtesy, these quotes are provided as informational only while this issue is being rectified.
- * ACA FEES: This report does not detail ACA fees. Those fees are estimated as a function of membership and enrollment and most often included in the fully insured quoted rates. ACA fees for self funding plans are \$21.60 PEPY for the Exchange Fee and \$2.26 PMPY for the PCORI
- * If the rates quoted are shown as composite, the accuracy of those rates will be contingent on the accuracy of the census. Any change in enrollments or birthdays will shift the composite calculations .

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

05/31/2019

	Month			Budget Variance		Prior Year Variance	
	05/31/2019	05/31/2019	5/31/2018	Budg \$ Var	Budg % Var	PY \$ Var	PY % Var
	Budget	Actual	PY Actual				
Operating revenue							
Aeronautical revenue							
Passenger airline revenue							
Passenger airline landing fees	47,113	56,153	47,404	9,040	19.19 %	8,749	18.46 %
Terminal rent	98,487	98,487	98,487	-	0.00 %	-	0.00 %
Other (boarding bridge)	10,202	8,660	9,664	(1,542)	(15.11) %	(1,004)	(10.39) %
Total Passenger airline revenue	155,802	163,300	155,555	7,498	4.81 %	7,745	4.98 %
Non-passenger airline revenue							
Non-passenger landing fees	7,069	8,078	14,998	1,009	14.27 %	(6,920)	(46.14) %
Cargo and hangar rentals	4,438	4,484	4,372	46	1.04 %	112	2.56 %
Fuel tax & flowage fees	57,037	71,940	52,937	14,903	26.13 %	19,003	35.90 %
Other (ramp parking, rapid refuel)	370	660	300	290	78.38 %	360	120.00 %
Total Non-passenger airline revenue	68,914	85,162	72,607	16,248	23.58 %	12,555	17.29 %
Total Aeronautical revenue	224,716	248,462	228,162	23,746	10.57 %	20,300	8.90 %
Non-aeronautical revenue							
Land and building leases	49,644	48,909	51,569	(735)	(1.48) %	(2,660)	(5.16) %
Terminal - restaurant & retail	11,068	19,204	10,047	8,136	73.51 %	9,157	91.14 %
Terminal - other	15,857	15,041	15,041	(816)	(5.15) %	-	0.00 %
Rental cars	96,932	102,466	96,864	5,534	5.71 %	5,602	5.78 %
Parking and ground transportation	111,013	133,712	119,367	22,699	20.45 %	14,345	12.02 %
Other (security fee, overtime fee, etc)	4,543	15,357	4,517	10,814	238.04 %	10,840	239.98 %
Total Non-aeronautical revenue	289,057	334,689	297,405	45,632	15.79 %	37,284	12.54 %
Total Operating revenues	513,773	583,151	525,567	69,378	13.50 %	57,584	10.96 %

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

05/31/2019

	Month			Budget Variance		Prior Year Variance	
	05/31/2019	05/31/2019	5/31/2018				
	Budget	Actual	PY Actual	Budg \$ Var	Budg % Var	PY \$ Var	PY % Var
Operating expenses							
Personnel compensation and benefits	199,052	194,808	161,577	(4,244)	(2.13) %	33,231	20.57 %
Communications and utilities	24,271	18,715	21,162	(5,556)	(22.89) %	(2,447)	(11.56) %
Supplies and materials	43,063	53,435	42,147	10,372	24.09 %	11,288	26.78 %
Contract services	49,407	104,827	35,456	55,420	112.17 %	69,371	195.65 %
Repairs & maintenance	35,041	29,901	11,716	(5,140)	(14.67) %	18,185	155.22 %
Insurance	7,529	7,604	7,993	75	1.00 %	(389)	(4.87) %
Other (travel, marketing, air service, etc)	40,465	10,867	22,814	(29,598)	(73.14) %	(11,947)	(52.37) %
Total Operating expenses	398,828	420,157	302,865	21,329	5.35 %	117,292	38.73 %
Non-operating revenue (expenses)							
Passenger facility charges	79,400	91,493	90,160	12,093	15.23 %	1,333	1.48 %
Interest income	5,400	22,135	15,524	16,735	309.91 %	6,611	42.59 %
Interest expense	(67,805)	(67,806)	(70,370)	(1)	0.00 %	2,564	(3.64) %
Customer facility charges	66,500	73,816	55,320	7,316	11.00 %	18,496	33.43 %
Capital contributions	1,507,880	29,631	727,774	(1,478,249)	(98.03) %	(698,143)	100.00 %
Capital expenditures	(1,082,641)	(1,200,898)	(203,686)	(118,257)	10.92 %	(997,212)	489.58 %
Debt principal payments	-	(115,251)	(111,829)	(115,251)	0.00 %	(3,422)	0.00 %
Total Non-operating revenue (expenses)	508,734	(1,166,880)	502,893	(1,675,614)	(329.37) %	(1,669,773)	(332.03) %
Excess of revenue over (under) expense	623,679	(1,003,886)	725,595	(1,627,565)	(260.96) %	(1,729,481)	(238.35) %

Variance Explanations - May 2019 compared to Budget and May 2018 Preliminary Financial Statements

Variance explanations below are provided for those categories that had variances to budget or prior year actual of greater than \$10,000 and 10% in May 2019.

Operating Revenues:

Passenger Airline Landing Fees - There were 37 more landings in May 2019 compared to 2018. Additionally, we saw an increase in the size of plane coming in. This has caused an increase of more than 18% in landing fee revenue compared to prior year.

Fuel tax & flowage fees – Based on discussions with CDOT, fuel flowage fees are typically collected by the State and remitted to the airports about two months after the activity occurred. However, the state does not remit funds until they are collected, so the lag time could be even greater than three months and delayed receipts by the state result in uneven payment streams to the airport. This unpredictability of the payment stream often makes the monthly financial statements year over year incomparable. Flowage fees are collected by West Star based on fuel sold to the airlines and GA community. In general, fuel tax revenue and flowage fees should correspond to changes in commercial operations since this is a significant portion of av gas sales.

May 2019 was quite a bit higher than May 2018, however, for the 5 month period ending in May, we are averaging around \$16,500/month which is only slightly higher than last year. We are monitoring fuel tax revenues based on historical monthly collections and will also perform a true-up to the state reports at the end of their fiscal year.

Rental Cars - Rental Car Revenue exceeded budget and prior year revenue in May 2019 which is consistent with the increase in passengers. The average daily rate actually dropped about \$2 compared to May 2018, however, there were 450 more rental car transactions and 2,200 more rental days which contributed to the increase over last year.

Parking and Ground Transportation - Parking and GT Revenue exceeded budget and prior year revenue in May 2019. The increase in revenue is a direct reflection of the increase in passenger traffic. There was an increase in the overall number of parking ticket transactions as well as an average 2 hour increase in length of stay in May 2019 compared to May 2018.

Other (Security Fee, Overtime Fee, etc.) – AOA badges renew at the end of July and the renewal process started earlier in 2019 than in prior years causing Other Revenue to be well above budget and prior year for May.

Operating Expenses:

Personnel Compensation & Benefits – The variance from PY is a direct reflection of the budgeted increase in staff compensation and benefits.

Supplies and Materials – Supplies and materials costs were higher in 2019 than 2018. This category will fluctuate month to month due to the unexpected nature of repairs and maintenance activity.

Contract Services – The increase over May of 2018 and Budget was primarily due to the \$43K audit fee budgeted earlier in the year. The remaining increase was due to increased security guard hours.

Repairs and Maintenance – Repairs and Maintenance activities were higher in 2019 than 2018 which was expected and budgeted for. This category will fluctuate month to month due to the unexpected nature of repairs and maintenance activity. Year to date we are still in line with our annual budget.

Other (travel, marketing, air service, etc.) – This category is in-line with budget, but below the prior year actual for the month. This item is not predictable monthly and is analysed on a year-to-date basis.

Non-Operating Revenues and Expenses:

PFC Revenue – PFC revenue exceeded prior year actual and budgeted revenue due to increased activity. There were over 2,500 more enplaned passengers in May 2019 than May 2018, a 12% increase.

Interest Income - Interest income was budgeted conservatively and assuming that the bond funds would be spent down by now, however, we still have a strong cash balance and have not used bond funds at this time, therefore interest income exceeded expectations. We are accumulating documentation on project costs and completing a bond funding request at this time. We expect that drawdown will actually occur in June now.

Capital Contributions & Expenditures – The timing of capital contributions (grant revenue) and capital expenditures is somewhat unpredictable. We had anticipated a number of costs to be incurred in the first quarter related to 2018 projects that rolled into 2019, and when the budget was completed, we anticipated an earlier start on the terminal renovation project. Currently, we have not completed the renovation and AIP project work as early as anticipated, but the ratio of capital contributions to capital expenditures remains consistent with budget. We will continue to provide updates on projects as they progress.

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

05/31/2019

	Year to Date			Budget Variance		Prior Year Variance	
	05/31/2019	05/31/2019	5/31/2018	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var
	Budget	Actual	PY Actual				
Operating revenue							
Aeronautical revenue							
Passenger airline revenue							
Passenger airline landing fees	224,249	248,212	224,057	23,963	10.69 %	24,155	10.78 %
Terminal rent	492,435	492,435	492,435	-	0.00 %	-	0.00 %
Other (boarding bridge)	55,217	52,516	55,108	(2,701)	(4.89) %	(2,592)	(4.70) %
Total Passenger airline revenue	771,901	793,163	771,600	21,262	2.75 %	21,563	2.79 %
Non-passenger airline revenue							
Non-passenger landing fees	36,017	37,363	58,419	1,346	3.74 %	(21,056)	(36.04) %
Cargo and hangar rentals	21,992	22,083	21,606	91	0.41 %	477	2.21 %
Fuel tax & flowage fees	266,624	288,096	260,020	21,472	8.05 %	28,076	10.80 %
Other (ramp parking, rapid refuel)	1,850	2,520	1,980	670	36.22 %	540	27.27 %
Total Non-passenger airline revenue	326,483	350,062	342,025	23,579	7.22 %	8,037	2.35 %
Total Aeronautical revenue	1,098,384	1,143,225	1,113,625	44,841	4.08 %	29,600	2.66 %
Non-aeronautical revenue							
Land and building leases	250,791	247,070	247,383	(3,721)	(1.48) %	(313)	(0.13) %
Terminal - restaurant & retail	52,645	76,282	52,173	23,637	44.90 %	24,109	46.21 %
Terminal - other	79,285	75,206	93,970	(4,079)	(5.14) %	(18,764)	(19.97) %
Rental cars	447,665	485,036	418,094	37,371	8.35 %	66,942	16.01 %
Parking and ground transportation	575,846	660,284	574,470	84,438	14.66 %	85,814	14.94 %
Other (security fee, overtime fee, etc)	19,152	43,199	24,337	24,047	125.56 %	18,862	77.50 %
Total Non-aeronautical revenue	1,425,384	1,587,077	1,410,427	161,693	11.34 %	176,650	12.52 %
Total Operating Revenues	2,523,768	2,730,302	2,524,052	206,534	8.18 %	206,250	8.17 %

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

05/31/2019

	Year to Date			Budget Variance		Prior Year Variance	
	05/31/2019	05/31/2019	05/31/2019				
	Budget	Actual	PY Actual	Budg \$ Var	Budg % Var	PY \$ Var	PY % Var
Operating expenses							
Personnel compensation and benefits	989,221	979,386	902,047	(9,835)	(0.99) %	77,339	8.57 %
Communications and utilities	136,785	126,137	119,812	(10,648)	(7.78) %	6,325	5.28 %
Supplies and materials	243,451	225,896	175,304	(17,555)	(7.21) %	50,592	28.86 %
Contract services	287,305	289,208	236,461	1,903	0.66 %	52,747	22.31 %
Repairs & maintenance	147,485	124,601	85,715	(22,884)	(15.52) %	38,886	45.37 %
Insurance	37,645	38,019	39,989	374	0.99 %	(1,970)	(4.93) %
Other (travel, marketing, air service, etc)	119,995	105,185	108,595	(14,810)	(12.34) %	(3,410)	(3.14) %
Total Operating expenses	1,961,887	1,888,432	1,667,923	(73,455)	(3.74) %	220,509	13.22 %
Non-operating revenue (expenses)							
Passenger facility charges	341,400	444,954	358,471	103,554	30.33 %	86,483	24.13 %
Interest income	27,000	108,349	66,768	81,349	301.29 %	41,581	62.28 %
Interest expense	(339,577)	(339,581)	(352,421)	(4)	0.00 %	12,840	(3.64) %
Customer facility charges	256,800	270,248	236,508	13,448	5.24 %	33,740	14.27 %
Capital contributions	7,018,467	1,238,966	1,107,422	(5,779,501)	(82.35) %	131,544	11.88 %
Capital expenditures	(9,564,615)	(4,753,785)	(1,604,346)	4,810,830	(50.30) %	(3,149,439)	196.31 %
Debt principal payments	(114,423)	(229,674)	(222,929)	(115,251)	100.72 %	(6,745)	3.03 %
Total Non-operating revenue (expenses)	(2,374,948)	(3,260,523)	(410,527)	(885,575)	37.29 %	(2,849,996)	694.23 %
Excess of revenue over (under) expense	(1,813,067)	(2,418,653)	445,602	(605,586)	33.40 %	(2,864,255)	(642.78) %

Variance Explanations - 5/31/19 Year to Date Preliminary Financial Statements

Variance explanations below are provided for those categories that had variances to budget or prior year actual of greater than \$10,000 and 10% YTD through May 2019.

Operating Revenues:

Passenger Landing Fees - Passenger landing fees are 10% above budget and the prior year actual revenue due to an additional 107 commercial landings YTD through May 2019 compared to May 2018. This 5% increase in the number of landings in addition to larger aircraft sizes is what caused the increase in revenue.

Non-Passenger Landing Fees - Non-passenger landing fees are below the prior year actual revenue due to the change in flight schedules for Fed Ex. In the first part of 2018, Fed Ex had 2 regular flights, while they only have one in 2019. YTD through May, there were 65 fewer cargo landings in 2019 compared to 2018. This was anticipated and budgeted for, therefore the YTD revenue through April 2019 meets expectations.

Fuel tax & flowage fees – Based on discussions with CDOT, fuel flowage fees are typically collected by the State and remitted to the airports about two months after the activity occurred. However, the state does not remit funds until they are collected, so the lag time could be even greater than three months and delayed receipts by the state result in uneven payment streams to the airport making the monthly financial statements incomparable. Flowage fees are collected by West Star based on fuel sold to the airlines and GA community. In general, fuel tax revenue and flowage fees should correspond to changes in commercial operations since this is a significant portion of av gas sales.

The 8% increase in fuel tax and flowage fees is expected due to the increase in landings and upgaged aircraft that we have seen in 2019 from commercial operations as well as increases in GA activity.

Terminal - restaurant & retail - Restaurant and retail revenue continued to out-performed the prior year and budgeted expectations due to the increased passenger traffic. Revenue per enplaned passenger also increased from 2018 to 2019.

Terminal - Other Revenue – This represents office rent revenue from TSA. TSA reduced the amount of space rented in April of 2018, causing the decrease from prior year actual, however, this was budgeted for and expected.

Rental Cars - Rental Car Revenue exceeded budget and prior year revenue year to date through May 2019. The average daily rate YTD is \$3 higher YTD through May 2019 than YTD through May 2018. We also saw an average increase of 1,000 more rental days per month for the first 5 months of 2019 than 2018.

Parking and Ground Transportation - Parking and GT Revenue exceeded budget and prior year revenue year to date through May 2019. The increase in revenue is a direct reflection of the increase in passenger traffic and has continued to increase from February through May. The number of tickets and average parking ticket price increased in March, April, and May, indicating that the average stay was longer. In addition to the increased parking activity, we have seen an increase in TNC pick-ups year over year.

Other Revenue - Other revenue is made up of badging fees, advertising and vending. In May 2019, we had an increase in badging due to the biannual renewals of all AOA badges, this will continue through July. This increase plus the monthly increase in advertising since our Lamar contract expired has resulted in a YTD increase over budget of \$24,000.

Operating Expenses:

Supplies and Materials – Supplies and materials purchases are higher than prior year, however, still below the projected monthly budget due to the timing of purchases. The timing of these purchases is somewhat unpredictable and the costs were budgeted to occur evenly throughout the year, however there will be fluctuations depending on the actual timing of the purchases.

Contract Services – Contract services are higher than the prior year primarily related to increasing the security guards hours from last arrival to last departure. This accounts for \$30k of the prior year variance.

Repairs and Maintenance – Due to the unexpected nature of repairs and maintenance activity, these costs were projected to be incurred relatively evenly throughout the year. During the first three months of the year we were spending approximately \$10k less per month than what was budgeted but came closer in line in April and May.

Non-Operating Revenues and Expenses:

PFC Revenue – PFC revenue exceeded prior year actual and current year budget due to increased activity. We are seeing an increase in capacity and total enplaned passengers that we expect to continue throughout the year.

CFC Revenue – CFC revenue exceeded prior year actual and current year budget due to increased activity. We are seeing an increase in capacity and total enplaned passengers that we expect to continue throughout the year. CFC charges should, and do, have a positive correlation to rental car revenues.

Interest Income - Interest income was budgeted conservatively and assuming that the bond funds would be spent down by now, however, we still have a strong cash balance and have not used bond funds at this time, therefore interest income exceeded expectations. We are accumulating documentation on project costs and completing a bond funding request at this time. We expect that drawdown will actually occur in June now.

Capital Contributions & Expenditures – The timing of capital contributions (grant revenue) and capital expenditures is somewhat unpredictable. We had anticipated a number of costs to be incurred in the first quarter related to 2018 projects that rolled into 2019, and when the budget was completed, we anticipated an earlier start on the terminal renovation project. Currently, we have not completed the renovation and AIP project work as early as anticipated, but the ratio of capital contributions to capital expenditures remains consistent with budget. We will continue to provide updates on projects as they progress.

Grand Junction Regional Airport Authority
Statement of Financial Position - Unaudited, subject to change

	Month Ending 05/31/2019	Month Ending 04/30/2019	Variance
Assets			
Current Assets			
Cash and Cash Equivalents - Unrestricted	\$ 3,102,205	\$ 5,734,588	\$ (2,632,383)
Cash and Cash Equivalents - Restricted	3,204,881	3,174,048	30,833
<i>Total Cash and Cash Equivalents</i>	<u>6,307,086</u>	<u>8,908,635</u>	<u>(2,601,549)</u>
Accounts Receivable			
Accounts Receivable - Ops	867,385	639,406	227,979
Accounts Receivable - Capital	2,299,356	2,269,725	29,631
<i>Total Accounts Receivable, Net</i>	<u>3,166,741</u>	<u>2,909,131</u>	<u>257,610</u>
Prepaid Expenses	44,028	64,451	(20,423)
<i>Total Current Assets</i>	<u>9,517,854</u>	<u>11,882,217</u>	<u>(2,364,363)</u>
Non-Current Assets			
Capital Assets			
Capital Assets not subject to depreciation	19,543,446	19,543,446	-
Capital Assets subject to depreciation, net	48,052,728	48,414,168	(361,440)
<i>Total Capital Assets, Net</i>	<u>67,596,174</u>	<u>67,957,614</u>	<u>(361,440)</u>
Bond Project Fund	9,302,739	9,284,801	17,938
<i>Total Non-Current Assets</i>	<u>76,898,913</u>	<u>77,242,415</u>	<u>(343,502)</u>
Total Assets	<u>86,416,768</u>	<u>89,124,632</u>	<u>(2,707,864)</u>
Deferred Outflows of Resources - Pension Plan	<u>413,509</u>	<u>413,509</u>	<u>-</u>
Liabilities			
Current Liabilities			
Accounts Payable - Ops	199,842	223,019	(23,177)
Accounts Payable - Capital	2,083,552	3,209,096	(1,125,544)
Accrued Expenses	358,561	207,454	151,107
Lease Deposits	164,556	164,546	10
Deferred Revenue	24,725	26,864	(2,139)
Current portion of note and bonds payable	887,152	1,340,199	(453,047)
<i>Total Current Liabilities</i>	<u>3,718,388</u>	<u>5,171,178</u>	<u>(1,452,789)</u>
Long Term Liabilities			
Bond Payable	19,073,896	19,073,896	-
Deferred Revenue	444,933	444,933	-
Net Pension and OPEB Liability	2,775,984	2,775,984	-
<i>Total Long Term Liabilities</i>	<u>22,294,813</u>	<u>22,294,813</u>	<u>-</u>
<i>Total Liabilities</i>	<u>26,013,201</u>	<u>27,465,991</u>	<u>(1,452,789)</u>
Deferred Inflows of Resources - Pension Plan	<u>518,872</u>	<u>518,872</u>	<u>-</u>
Total Net Position	<u>\$ 60,298,204</u>	<u>\$ 61,553,279</u>	<u>\$ (1,255,075)</u>

Variance Explanations - 5/31/19 Statement of Financial Position

Assets: In total, assets decreased approximately \$2.7M from April 2019 to May 2019. This decrease was primarily driven by a decrease in cash as capital invoices for projects were paid this month.

Cash – The decrease in total cash was a result of the payments made related to capital projects, and the bond and loan payments made during this month. As discussed, we are preparing a draw request from the bond to reimburse operating cash reserves spent on projects. We will be transferring approximately \$600k from restricted cash to unrestricted for PFC project funds and will request approximately \$4.2M in bond funds for project costs to date spent on the terminal project.

Accounts Receivable – Accounts receivable includes both operating receivables and capital receivables from grants. The increase in operating receivables is a correlation to the growth in activity. Increases are primarily related to landing fees and PFC revenues from the airlines. The capital grant revenue receivable increased by only \$29k over the prior month. There has been limited activity on AIP projects as we are just awarding the 2019 contracts this month, however, approximately \$1M of receivables are related to grants that are substantially complete and will not be reimbursed until the project is closed out.

Prepaid Expenses – Prepaid expenses are primarily related to insurance contracts and software subscriptions that we pay annually, or in advance, that we will receive benefit for over a period of time. As we use these services over the policy or contract period, the amount is recognized as an expense, rather than expensing the entire annual cost in the month that it is paid.

Capital Assets, Net – Historically, the airport has not capitalized equipment throughout the year as it is purchased, but instead, expenses all purchases as part of capital expenditures and then capitalizes assets at year end. This allows us to track spending for budget purposes. We may look to change this practice going forward, but we are still working on making other improvements to the financial reporting and closing process first. Therefore, the only change in the fixed assets accounts that will be seen on a monthly basis is the regular monthly depreciation based on assets placed in service as of December 31, 2018.

Escrows and Reserves – The Escrow and reserve balance represents unused bond funds. We had originally planned to have a completed draw request done in June, however, we are finalizing the supporting invoice packets before this is drawn. as noted in the Cash explanation, we are anticipating transferring \$600k of restricted cash to unrestricted cash and will draw down approximately \$4.2M of the bond project fund available for terminal project costs incurred to date.

Deferred Outflows of Resources:

Deferred Outflows of Resources - Pension Plan – The deferred outflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. Due to the timing of when the pension liability is estimated and reported on by PERA and the timing of when each local government entity must present financial statements, there is a one year lag in the calculation of the pension liability. We are therefore reporting our estimated liability based on information calculated as of December 31, 2017 for reporting in our 2018 financial statements. The deferred outflows of resources essentially represents decreases in the net pension liability related to 2018 activity that will not be recognized in the Pension liability until 2019. These amounts will not change until next year's liability is calculated.

Liabilities: Total Liabilities decreased \$1.45M from April 2019 to May 2019. Accounts payable for capital projects represents \$1.1M of this decrease, and approximately \$450k of scheduled bond interest and SIB principal were paid.

Accounts Payable – Similar to accounts receivable, the majority of the balance and the variance from month to month is caused by the capital expenses payable to contractors and engineers associated with our capital projects. Accounts payable and receivable should have a positive correlation in periods when we are working primarily on AIP projects where the majority of the cost is funded by the FAA. In April, we saw a peak in the amount of work on the terminal project with several concurrent projects happening and those invoices were paid in May resulting in the decrease in payables.

Accrued Expenses – This category is primarily made up of liabilities for un-used PTO (approximately 140,000) and payroll accruals to properly recognize payroll expenses in the periods that the employees have worked. Changes in this account month to month are almost entirely related to changes in the payroll accruals.

Lease Deposits – Lease deposits are primarily made up of General Aviation Lease deposits that were required in the standard ground lease based on a number of month's rent. These amounts are payable back to tenants when the lease term is over if the property does not require additional work to be done by the Airport. The balance of deposits typically does not change from period to period unless a lease period ends.

Deferred Revenue – This liability represents rent received in advance and is primarily made up of a pre-payment received by the BLM in 2017. Prepaid rent is a liability because we have not provided our tenant with the space for the period of time that they paid us for.

Current Portion of note and bonds payable – This balance represents principal and interest due during 2019 on our SIB loan with CDOT and the outstanding revenue bonds. Checks were cut for our semi-annual bond interest payment and the final SIB loan payment was made which was the reason for the decrease.

Long-Term Liabilities – The bond payable balance will only change as principle payments are made twice per year, therefore there is no change from the prior month. The net Pension liability is also only calculated annually, so there will be no change in this amount. This is the actuarial estimate of the airports portion of the unfunded Pension liability for PERA. Long-term deferred revenue represents pre-paid revenues for years after 2019.

Deferred Inflows of Resources:

Deferred Inflows of Resources - Pension Plan – Similar to deferred outflows described above, the deferred inflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. Deferred Inflows of resources actually represent increases to the pension liability that will be recognized in future years, primarily related to changes in actuarial assumptions. These will only be calculated annually, and therefore no changes will be seen month to month.

GRAND JUNCTION REGIONAL AIRPORT ACTIVITY REPORT

Report Date: 5/31/2019

PY Comparison Date: 5/31/2018

May, 2019

PASSENGER ENPLANEMENTS:	CURRENT MONTH			YEAR-TO-DATE		
	2018	2019	PERCENT CHANGE	2018	2019	PERCENT CHANGE
AMERICAN	9,068	10,089	11.26%	39,650	43,798	10.46%
ALLEGiant	1,010	2,044	102.38%	5,674	7,467	31.60%
UNITED	6,204	7,446	20.02%	24,277	30,638	26.20%
DELTA	3,909	3,860	-1.25%	16,219	17,817	9.85%
DENVER AIR CONNECTION	660	593	-10.15%	4,118	3,323	-19.31%
Misc Charters	148	144	-2.70%	409	697	70.42%
TOTAL ENPLANEMENTS	20,999	24,176	15.13%	90,347	103,740	14.82%
TOTAL SEAT CAPACITY	25,658	31,453	22.59%	118,970	133,210	11.97%
PASSENGER DEPLANEMENTS:	2018	2019	CHANGE	2018	2019	CHANGE
AMERICAN	9,374	10,250	9.34%	41,190	44,857	8.90%
ALLEGiant	988	2,009	103.34%	5,575	7,296	30.87%
UNITED	5,996	8,152	35.96%	29,006	35,555	22.58%
DELTA	3,905	4,577	17.21%	17,803	19,671	10.49%
DENVER AIR CONNECTION	636	586	-7.86%	4,076	3,234	-20.66%
Misc Charters	148	144	-2.70%	409	635	55.26%
TOTAL DEPLANEMENTS	21,047	25,718	22.19%	98,059	111,248	13.45%
TOTAL PASSENGERS	42,046	49,894	18.67%	188,406	214,988	14.11%

LOAD FACTOR:(OUTBOUND ONLY)	CURRENT MONTH			YEAR-TO-DATE		
	2018	2019	Difference	2018	2019	Difference
AMERICAN	81.11%	75.35%	-5.76%	76.32%	79.22%	2.90%
ALLEGiant	80.93%	68.34%	-12.59%	81.20%	72.63%	-8.57%
UNITED	88.63%	84.52%	-4.11%	81.19%	82.65%	1.46%
DELTA	85.91%	81.87%	-4.05%	73.89%	78.03%	4.14%
DENVER AIR CONNECTION	39.29%	42.42%	3.13%	50.35%	48.58%	-1.77%
GJT TOTAL	81.84%	76.86%	-4.98%	75.75%	77.88%	2.13%