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# Grand Junction Regional Airport Authority

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**Financial Report  
with Supplementary Information  
December 31, 2024**

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## Independent Auditor's Report

To the Board of Commissioners  
Grand Junction Regional Airport Authority

### Report on the Audit of the Financial Statements

#### **Opinion**

We have audited the financial statements of Grand Junction Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2024 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as of December 31, 2024 and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinion**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### **Responsibilities of Management for the Financial Statements**

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

#### **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

To the Board of Commissioners  
Grand Junction Regional Airport Authority

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and other required supplementary information, as identified in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"), and the schedule of passenger facility charge collections and expenditures, as required by the *Passenger Facility Charge Audit Guide for Public Agencies*, are presented for the purpose of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedules of expenditures of federal awards and passenger facility charge collections and expenditures are fairly stated in all material respects in relation to the basic financial statements as a whole.

To the Board of Commissioners  
Grand Junction Regional Airport Authority

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated September 16, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

*Plante & Moran, PLLC*

September 16, 2025

#### INTRODUCTION

Grand Junction Regional Airport, Colorado, Public Airport Authority was created in 1971 under the Public Airport Authority Act of 1965. The Grand Junction Regional Airport Authority (the "Authority" or "GJT") is composed of seven appointed members: three from Mesa County, three from the City of Grand Junction and one at-large selection. The term of each Commissioner of the Authority Board is four years; no member may serve more than two consecutive four-year terms. The Board of Commissioners selects and appoints an Executive Director who implements the policies established by the Board, manages the airport, and serves at the pleasure of the Board.

The Authority engages in business-type activities. These are activities that are intended to recover all or a significant portion of their costs through user fee charges to external parties for goods or services. The Authority reports its business-type activities in a single enterprise fund, meaning that its activities are operated and reported like a private-sector business. An enterprise fund uses the accrual basis of accounting, and accordingly, revenues are recognized when earned and expenses are recognized as incurred.

#### GJT Description

The Grand Junction metropolitan area is classified as a non-hub commercial service market, as the Airport enplanes less than 0.05% of all commercial airline enplanements in the United States.

The Airport is located on approximately 2,800 acres of land and has two active runways and an air traffic control tower. The primary runway is Runway 11/29, which measures 10,501 feet long and 150 feet wide with a northwest-southeast orientation. Crosswind Runway 4/22 measures 5,501 feet long and 75 feet wide in a southwest/northeast orientation. The secondary runway is designed to facilitate the operations of smaller aircraft during crosswind conditions on Runway 11/29.

The passenger terminal building opened in 1982 and contains approximately 76,000 square feet of space and offers one airside concourse with three passenger boarding bridges. The terminal building accommodates passenger ticketing, baggage claim, passenger screening, concessions, and rental car facilities and public parking is available on site. In addition to the passenger terminal building, the Authority also provides cargo and general aviation facilities and has an aircraft rescue firefighting building.

#### Location

Grand Junction is situated on the western slope of the Rocky Mountains in Mesa County, Colorado. The Airport and the City of Grand Junction are located between Denver and Salt Lake City, approximately 260 miles from each. The closest airports, which provide regularly scheduled commercial or regional jet service, are Aspen-Pitkin County Airport, Eagle County Airport, and the Montrose County Regional Airport.

#### Air Traffic

As of December 31, 2024, GJT offered direct, year-round service to Dallas/Fort Worth, TX, Denver, CO, Las Vegas, NV, Phoenix, AZ, and Salt Lake City, UT and seasonal nonstop service to Los Angeles, CA. Air service was provided throughout the year by five different carriers, including: Allegiant, American Airlines, Breeze, Delta, and United. As of December 31, 2023, GJT offered direct, year-round service to Dallas/Fort Worth, TX, Denver, CO, Las Vegas, NV, and Phoenix, AZ, and seasonal nonstop service to Los Angeles, CA. Air service was provided throughout the year by three different carriers, including: Allegiant, American Airlines, and United.

#### MANAGEMENT'S DISCUSSION AND ANALYSIS

The following discussion and analysis of the financial position and activity of the Authority provides an introduction and overview of the basic financial statements of the Authority as of and for the year ended December 31, 2024. This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

#### Financial Highlights

Passenger enplanements grew by 10% from 2022 to 2023 and another 12% from 2023 to 2024, reaching 280,000 enplanements. Passenger growth was led by United Airlines, who up-gauged aircraft and flew additional frequencies between Denver and Grand Junction and new service from Breeze and the return of Delta also provided additional growth. Despite two years of significant growth, the Airport load factor in 2024 remained at 74% compared to 80% in 2023. This growth in passengers resulted in an increase in non-aeronautical revenue of 8% (\$385k) from 2023 to 2024, driven by parking and rental car revenue, however, total aeronautical revenue remained flat as a result of the commercial airline rate making methodology.

Operating expenses before depreciation also increased by approximately 11% from 2023 to 2024. Compensation expense was up about \$100k (4%) from 2023 as vacant positions were filled, but was still significantly behind budget. Airport Supplies, materials, repairs, and maintenance had a net decrease from 2023 to 2024 of about \$130k. The largest increase from 2023 to 2024 was in contract services which increased by \$555k, almost 90% from 2023 as the airport worked with consultants on visioning and planning projects related to future terminal growth.

The Authority is in the process of completing a runway replacement project which is anticipated to be a 10+ year program to build a replacement runway north of the existing primary runway, 11/29. Construction for the runway replacement program commenced in 2018 and is expected to be complete in 2030. The project is primarily funded by FAA Airport Improvement Program (AIP) grants, which typically have an associated airport match of 10%. From 2023 to 2024, the Authority had an increase of \$19.5 million in capital assets, the majority of which is related to the runway program. Capital projects in 2024 were focused around grading, drainage, utility installation and preparation of the sub-base of the new runway.

Capital grant revenue recognized in 2024, primarily related to the runway project was just over \$22,650,000 and was within \$400,000 of the amount received in 2023. In 2023, the Airport also completed self-funded projects including a parking lot expansion and completed rehabilitation of the secondary runway 4/22 with grant funding from the Colorado Department of Transportation, however in 2024, there were limited self-funded capital projects.

#### Overview of the Financial Statements

The Authority's financial statements consist of its statement of net position; statement of revenues, expenses, and changes in net position; statement of cash flows and notes to the financial statements. The statement of net position presents information on the Authority's assets, deferred outflows, liabilities, deferred inflows, and net position. Over time, increases or decreases in net position serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating. The statement of revenues, expenses, and changes in net position present information showing how the Authority's net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows. Revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. This report also includes required supplementary information for the Authority's pension and other postemployment benefit plan for the purpose of additional analysis.

These financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the GASB.

## Grand Junction Regional Airport Authority

# Management's Discussion and Analysis

Year Ended December 31, 2024

### Summary of Revenues, Expenses, and Changes in Net Position

The following is a summary of the revenues, expenses, and changes in net position for the years ended December 31, 2024, and 2023.

	2024	2023
Total operating revenues	\$ 8,563,950	\$ 8,182,852
Total non-operating revenues	3,140,006	2,872,858
Total revenues	11,703,956	11,055,710
Total operating expenses	12,168,922	10,715,562
Net non-operating expenses	627,781	627,565
Total expenses	12,796,703	11,343,127
Income (Loss) before capital contributions	(1,092,747)	(287,417)
Capital contributions	22,651,140	23,024,266
Increase in net position	\$ 21,558,393	\$ 22,736,849

The following is a summary of operating revenues for the years ended December 31, 2024, and 2023.

	2024	2023
Aeronautical revenue		
Passenger airline revenue		
Passenger airline landing fees	\$ 710,153	\$ 619,927
Terminal rent	1,398,510	1,408,562
Other	23,280	17,325
Total passenger airline revenue	2,131,943	2,045,814
Non-passenger airline revenue		
Non-passenger landing fees	185,159	149,166
Cargo and hangar rentals	64,947	62,263
Fuel flowage fees and aviation fuel tax	763,475	893,543
Other	20,468	18,383
Total non-passenger airline revenue	1,034,049	1,123,355
Total aeronautical revenue	3,165,992	3,169,169
Non-aeronautical revenue		
Land and building leases	747,229	644,835
Terminal – restaurant and retail	235,618	229,739
Terminal - rent	160,969	184,872
Rental cars	1,699,330	1,610,319
Parking and ground transportation	2,462,147	2,270,192
Other	92,665	73,726
Total non-aeronautical revenue	5,397,958	5,013,683
Total operating revenue	\$ 8,563,950	\$ 8,182,852

Passenger airline revenue is primarily from terminal rent which is currently based on a hybrid rates and charges model. The rates and charges model calculates a terminal rent rate and landing fee rate that is based on estimated operating expenses and non-airline revenue and that rate is subject to an annual true-up adjustment based on actual expenses and revenues. In 2024, higher than expected passenger growth and non-airline revenue combined

## Grand Junction Regional Airport Authority

# Management's Discussion and Analysis

Year Ended December 31, 2024

with operating expenses coming in below budget resulted in a reduction in airline rates and charges compared to budget. Passenger airline revenues were budgeted to increase approximately 22% from 2023 to 2024 with passenger traffic and operations that were expected to remain flat. However, commercial airline revenue only increased about \$86,000 (4%) from 2023.

Non-passenger airline revenue consists primarily of landing fees from non-passenger airline activity like cargo, and fuel flowage fees and taxes. Non-passenger landing fees increased by 24% related to an increase in cargo operations. Fuel taxes are collected on all fuel sold at airports throughout the state and a portion is remitted by the State of Colorado back to the airports proportionately based on sales. The decrease in 2024 was related to a decrease in both State collected fuel taxes, likely driven by some decrease in aviation fuel prices, as well as some decrease in the amount of fuel flowage fees collected by West Star on non-commercial operations.

Non-aeronautical revenue consists of some fixed rent charges and other variable revenues that are directly correlated to passenger traffic. The increase in non-aeronautical revenues from 2023 to 2024 and from 2022 to 2023 was driven by an increase in parking, ground transportation, and rental car revenue. In 2023, in addition to the higher than expected passenger traffic, a parking rate increase effective November 1, 2022 contributed to the higher revenue.

The following is a summary of operating expenses for the years ended December 31, 2024 and 2023.

	2024	2023
Personnel compensation and benefits	\$ 2,594,231	\$ 2,494,473
Communications and utilities	369,391	383,748
Supplies and materials	633,654	937,417
Contract services	1,176,849	621,656
Repairs & maintenance	754,300	581,022
Insurance	165,893	153,695
Depreciation	6,213,520	5,340,168
Other	261,084	203,383
Total operating expenses	\$ 12,168,922	\$ 10,715,562

The majority of the Airport's operating expenses are relatively fixed in nature, and do not fluctuate with increases and decreases in passenger traffic but are driven by airport directed projects or purchases. Total operating expenses increased 14% from 2023 to 2024, which was almost entirely attributable to increases in contract services and depreciation expense. Depreciation expense continues to increase as elements of the runway replacement projects are completed. The increase in contract services in 2024 was driven by airport investments in visioning and planning for future terminal expansion concepts as well as increases in professional fees for developing new storm water management plans, Disadvantaged Business Enterprise plans and policies, as well as an increase in the amount of security coverage.

### Non-Operating Revenues and Expenses, Capital Grants and Capital Contributions

The following is a summary of non-operating revenues and expenses for the years ended December 31, 2024, and 2023.

	2024	2023
Passenger facility charges	\$ 1,080,342	\$ 970,089
Interest income	1,303,709	1,141,130
Interest expense	(627,781)	(627,565)
Customer facility charges	716,528	630,468
Grant revenue	39,427	105,071
Capital contributions	22,651,140	23,024,266
Other	-	26,100

## Grand Junction Regional Airport Authority

# Management's Discussion and Analysis

Year Ended December 31, 2024

Total non-operating revenue (expense), net	\$ 25,163,365	\$ 25,269,559
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Passenger facility charges increased by \$110k (11%) from 2023 to 2024 and customer facility charges increased by \$86k (14%) from 2023 to 2024 driven by growing passenger traffic. Capital contributions will fluctuate year to year depending on the projects awarded and the amount of construction completed. In 2024 and 2023, the Authority received significant runway replacement program grants and total expenditures and grant revenue remained relatively flat, decreasing less than \$400k (2%) year over year. See Note 4 for a more comprehensive list of capital projects in process.

Interest income continues to increase with the increase in the average cash balances and interest rates are holding strong.

Non-capital grant revenue decreased by \$66k from 2024 to 2023 as a Law Enforcement Officer reimbursement grant was discontinued. Remaining non-capital related grant revenue is a reimbursement from the Colorado Department of Transportation Aeronautics division to fund Airport Internship positions.

### Summary of Net Position

The following is a summary of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position as of December 31, 2024 and 2023:

	2024	2023
Current assets	\$ 31,434,286	\$ 31,117,853
Restricted assets	4,132,571	7,249,573
Capital assets, net	134,295,584	114,785,582
Leases Receivable, net of current	3,740,818	3,160,904
Total assets	173,603,259	156,373,912
Deferred outflows of resources	951,719	1,184,104
Total assets and deferred outflows of resources	174,554,978	157,558,016
Current liabilities	5,198,645	8,309,370
Non-current liabilities	19,208,353	20,347,725
Total liabilities	24,406,998	28,657,095
Deferred inflows of resources	3,910,809	4,222,143
Net position		
Total net position	146,237,171	124,678,778
Total liabilities, deferred inflows of resources and net position	\$ 174,554,978	\$ 157,558,017

### Non-Capital Assets

From 2023 to 2024, total current assets changed by less than 1% although there was a significant fluctuation between unrestricted cash and grants receivable. The balance of grants receivable will fluctuate due to the timing of incurring project costs and submitting for grant reimbursement from the FAA. Restricted assets decreased by more than \$3 million due to the release of restricted escrow funds that were held from the SIB loan funds to be used on the parking lot expansion. That project was completed in 2023 and funds were released from restriction.

### Capital Assets

Almost \$25.8 million in construction activity occurred in 2024, compared to \$27.4 million in 2023. There was a shift in the amount of airport funded versus grant funded projects completed in 2024 with AIP funded projects comprising almost \$24.8 million of the total spend compared to \$19.7 million in 2023. The largest project in progress in 2024 continues to be earthwork and drainage construction for the Runway replacement program. This work, net of

# Grand Junction Regional Airport Authority

## Management's Discussion and Analysis

Year Ended December 31, 2024

depreciation resulted in an increase in net capital assets of over \$19.5 million from 2023 to 2024.

### Current Liabilities

Current liabilities decreased by \$3.1 million from 2023 to 2024, driven by the \$2.5 million decrease in accounts payable related to capital projects. The amount of capital project payments due will fluctuate depending on the status of capital projects. At the end of 2023, the Authority had major construction projects that were not completed and still had significant balances of retainage payable. While construction is ongoing, the amount of outstanding payments is lower at the end of 2024.

### Long-Term Debt

Capital acquisitions are funded using a variety of financing mechanisms, including federal and state grants, passenger facility charges, public debt issues, and airport operating revenues. During 2016 the Authority refunded the 2007 Revenue Bonds with the 2016 Revenue Bonds resulting in a \$9,000,000 project fund. As of December 31, the balance due on the 2016 Bonds was \$13,805,000 (2024) and \$14,640,000 (2023).

### Deferred Outflows and Deferred Inflows of Resources

Changes in deferred outflows and deferred inflows were related to the changes in the Authority's proportionate share of the pension and other post-employment benefits (OPEB) liabilities for the cost-sharing plan in which the Authority participates. See Note 9 and Note 10 for additional information on the calculation of these amounts.

### Budgetary Highlights

The Authority establishes its annual operating budget using the modified cash basis, which is different than the basis of accounting used to present the Authority's financial statements. Cash outflows for debt principal payments and capital asset purchases that are recorded as changes in the statement of net position are included as non-operating expenses in the annual budget for the Authority, and no amount is budgeted for non-cash adjustments to the pension and OPEB liabilities, which are recognized in personnel costs, or other non-cash expenses including depreciation and amortization of the bond premium.

	2024 Actual	2024 Budget	Budget to Actual Variance
Operating Revenues			
Aeronautical revenue	\$3,165,992	\$3,595,000	\$ (429,008)
Non-aeronautical revenue	5,397,958	5,184,314	213,644
Total Operating Revenue	8,563,950	8,779,314	(215,364)
Operating Expenses Excluding Depreciation	5,955,402	6,744,569	(789,167)
Net Operating Revenues Over (Under) Operating Expense	\$2,608,548	\$2,034,745	\$573,803

Given the significant growth in enplanements from 2022 to 2023, a much more conservative increase was anticipated and budgeted for from 2023 to 2024. Commercial airline and passenger levels were budgeted to increase by only approximately 1% from 2023 to 2024. However, actual activity levels exceeded budgeted assumptions due to the entrance of a new carrier (Breeze), the return of Delta service in December, and continued growth in United service. Although aeronautical activity exceeded expectations, given the higher than budgeted non-aeronautical revenue and operating expenses below budget, the airline rates and charges formula resulted in a smaller portion of revenue being received from commercial airlines. Over 87% of the favorable variance in non-aeronautical revenue was due to higher public parking and rental car revenue from the additional passengers.

Operating expenses were \$789,000 below budget driven by an unexpected pension liability adjustment that reduced the Authority's personnel compensation and benefits expense by \$257,000. An additional \$303,000 in personnel compensation and benefits expense reduction came from unplanned vacant positions.

	2023 Actual	2023 Budget	Budget to Actual Variance
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## Grand Junction Regional Airport Authority

# Management's Discussion and Analysis

Year Ended December 31, 2024

Operating Revenues			
Aeronautical revenue	\$3,169,169	\$2,950,000	\$ 219,168
Non-aeronautical revenue	5,013,683	4,315,000	698,685
Total Operating Revenue	<u>8,182,852</u>	<u>7,265,000</u>	<u>917,853</u>
Operating Expenses Excluding Depreciation	5,375,394	6,065,000	(689,605)
Net Operating Revenues Over (Under) Operating Expense	<u>\$2,807,458</u>	<u>\$1,200,000</u>	<u>\$1,607,458</u>

Aeronautical revenue exceeded budget due to more scheduled flights on larger aircraft and higher fuel tax revenues. Non-aeronautical revenue also exceeded budgeted expectations due to higher public parking and rental car revenue.

Operating expenses were below budget driven by lower personnel compensation and benefits expense due to vacant positions, and contract services being below budget due to higher-than-expected AIP eligibility for planning and engineering services.

### Subsequent Events Impacting Current Operations

Subsequent to the year ended December 31, 2024, on June 18, 2025, the Authority obtained a \$6,500,000 loan from the Colorado State Infrastructure Bank fund administered by the Colorado Department of Transportation to expand and repair the public parking lot for the terminal building. The loan matures on June 17, 2035, and bears interest at a rate of 3.5% per annum with 10 equal annual installments. There were no other material subsequent events up through and including the independent auditor's report date, which is the date the financial statements were available to be issued.

### Request for Information

The Authority's financial statements are designed to present interested parties (customers, tenants, creditors, and the community) with a general overview of the Authority's finances and to demonstrate accountability to all interested parties. If you have any questions concerning this report or need additional financial information, please contact the Grand Junction Regional Airport Authority, 2828 Walker Field Drive, Ste 301, Grand Junction, Colorado 81506 or at 970-244-9100.

# Grand Junction Regional Airport Authority

## Statement of Net Position

December 31, 2024

### Assets

Current assets:	
Cash and cash equivalents (Note 3)	\$ 19,061,154
Receivables:	
Accounts receivable - Net	746,326
Leases receivable (Note 7)	220,871
Grants	10,885,710
Prepaid expenses and other assets	520,225
Total current assets	<u>31,434,286</u>
Noncurrent assets:	
Restricted assets - Cash and cash equivalents (Note 3)	3,647,451
Restricted escrow (Note 2)	485,120
Capital assets: (Note 4)	
Assets not subject to depreciation	52,502,865
Assets subject to depreciation - Net	81,792,719
Leases receivable - Net of current portion (Note 7)	3,740,818
Total noncurrent assets	<u>142,168,973</u>
Total assets	<u>173,603,259</u>

### Deferred Outflows of Resources

Deferred pension costs (Note 9)	910,256
Deferred OPEB costs (Note 10)	41,463
Total deferred outflows of resources	<u>951,719</u>

### Liabilities

Current liabilities:	
Accounts payable	471,772
Accounts payable - Capital assets	2,731,927
Accrued expenses (Note 5)	402,815
Lease deposits	151,054
Current portion of revenue received in advance	102,719
Current portion of debt (Note 6)	1,338,358
Total current liabilities	<u>5,198,645</u>
Noncurrent liabilities:	
Revenue received in advance - Net of current portion	954,167
Debt - Net of current portion (Note 6)	16,442,783
Net pension liability (Note 9)	1,681,428
Net OPEB liability (Note 10)	129,975
Total noncurrent liabilities	<u>19,208,353</u>
Total liabilities	<u>24,406,998</u>

### Deferred Inflows of Resources

Deferred pension cost reductions (Note 9)	4,058
Leases (Note 7)	3,860,102
Deferred OPEB cost reductions (Note 10)	46,649
Total deferred inflows of resources	<u>3,910,809</u>

### Net Position

Net investment in capital assets	114,267,636
Restricted - Debt service and capital assets	3,647,451
Unrestricted	28,322,084
Total net position	<u>\$ 146,237,171</u>

# Grand Junction Regional Airport Authority

## Statement of Revenue, Expenses, and Changes in Net Position

Year Ended December 31, 2024

### Operating Revenue

#### Aeronautical revenue:

##### Passenger airlines revenue:

Passenger airlines landing fees	\$ 710,153
Terminal rent	1,398,510
Other aeronautical revenue	23,280

Total passenger airlines revenue 2,131,943

##### Nonpassenger airline revenue:

Landing fees from cargo	185,159
Cargo and hangar rentals	64,947
Aviation fuel tax	291,099
Fuel flowage fees	472,376
Other nonpassenger airline revenue	20,468

Total nonpassenger airline revenue 1,034,049

Total aeronautical revenue 3,165,992

#### Nonaeronautical revenue:

Land and building leases	747,229
Terminal - Food and beverage	193,922
Terminal - Retail	41,696
Terminal - Other	160,969
Rental cars	1,699,330
Parking and ground transportation	2,462,147
Other nonaeronautical revenue	92,665

Total nonaeronautical revenue 5,397,958

Total operating revenue 8,563,950

### Operating Expenses

Personnel compensation and benefits	2,594,231
Communications and utilities	369,391
Supplies and materials	633,654
Contract services	1,176,849
Repairs and maintenance	754,300
Insurance	165,893
Depreciation	6,213,520
Other	261,084

Total operating expenses 12,168,922

**Operating Loss** (3,604,972)

### Nonoperating Revenue (Expense)

Passenger facility charges	1,080,342
Interest income	1,303,709
Customer facility charges	716,528
Grant revenue	39,427
Interest expense	(627,781)

Total nonoperating revenue - Net 2,512,225

**Loss - Before capital contributions** (1,092,747)

**Capital Contributions** 22,651,140

**Change in Net Position** 21,558,393

**Net Position - Beginning of year** 124,678,778

**Net Position - End of year** \$ 146,237,171

See notes to financial statements.

# Grand Junction Regional Airport Authority

## Statement of Cash Flows

Year Ended December 31, 2024

### Cash Flows from Operating Activities

Cash received from customers and users	\$ 9,489,826
Cash paid to vendors for goods and services	(4,031,130)
Cash paid to and for employees	<u>(2,781,744)</u>

Net cash and cash equivalents provided by operating activities 2,676,952

**Cash Flows Provided by Noncapital Financing Activities - Operating grants** 39,427

### Cash Flows from Capital and Related Financing Activities

Receipt of capital grants	18,314,588
Customer facility charges received	716,528
Passenger facility charges received	1,080,342
Acquisition and construction of capital assets	(28,282,077)
Interest paid on capital debt	(780,682)
Principal payments on note, capital lease, and bonds payable	<u>(1,161,031)</u>

Net cash and cash equivalents used in capital and related financing activities (10,112,332)

**Cash Flows Provided by Investing Activities - Interest income** 1,303,709

**Net Decrease in Cash and Cash Equivalents** (6,092,244)

**Cash and Cash Equivalents - Beginning of year** 29,285,969

**Cash and Cash Equivalents - End of year** \$ 23,193,725

### Classification of Cash and Cash Equivalents

Cash and investments	\$ 19,061,154
Restricted cash	<u>4,132,571</u>

Total cash and cash equivalents \$ 23,193,725

### Reconciliation of Operating Loss to Net Cash from Operating Activities

Operating loss	\$ (3,604,972)
Adjustments to reconcile operating loss to net cash from operating activities:	
Depreciation	6,213,520
Changes in assets and liabilities:	
Receivables	250,855
Revenue received in advance	675,021
Prepaid expenses	16,275
Net pension and OPEB expense	(256,697)
Accounts payable	(688,128)
Accrued liabilities	<u>71,078</u>

Total adjustments 6,281,924

Net cash and cash equivalents provided by operating activities \$ 2,676,952

**Significant Noncash Transactions - Change in capital assets purchased with payables** \$ (2,558,555)

December 31, 2024

### Note 1 - Nature of Business

Grand Junction Regional Airport Authority (the "Authority") was established in 1971 under the provisions of the Public Airport Authority Act of 1965 when all assets of the city/county-owned airport were transferred to the Authority. The Authority's board of commissioners (the "Board") is composed of seven appointed members: three from Mesa County, Colorado; three from the City of Grand Junction, Colorado; and one at-large selection. The term of each director of the Board is four years; no member may serve more than two consecutive four-year terms.

As noted above, neither the City of Grand Junction, Colorado nor Mesa County, Colorado appoints a voting majority of the Board; however, both have signed a supplemental co-sponsorship agreement between the Authority and the Federal Aviation Administration (FAA). The co-sponsorship mandates that the City of Grand Junction, Colorado and Mesa County, Colorado would be liable for the financial commitments of the sponsor under the grant agreements should the Authority not be able to satisfy the financial commitments out of the revenue generated by the operation of the airport.

The reporting entity of the Authority includes those activities and functions over which the Authority is considered to be financially accountable. The Authority's financial statements include the accounts and operations of all of the Authority's functions. The Authority is the primary government and does not include any component units using the criteria set forth in accounting principles generally accepted in the United States of America.

The Authority is a special purpose government engaged only in business-type activities. For this type of government, only enterprise financial statements are presented.

### Note 2 - Significant Accounting Policies

#### ***Accounting and Reporting Principles***

The accompanying financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP), as prescribed in pronouncements of the Governmental Accounting Standards Board (GASB). The following is a summary of the significant accounting policies used by the Authority:

#### ***Basis of Accounting***

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenue is recognized when earned, and expenses are recognized when incurred. Depreciation is computed and recorded as an operating expense. Expenditures for property and equipment are shown as increases in assets. When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first.

The operations of the Authority are accounted for on a fund basis in a single enterprise fund. Enterprise funds may be used to account for operations (a) that are financed and operated in a manner similar to business enterprises where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the governing body has decided that periodic determination of revenue earned, expenses incurred, and/or changes in net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

#### ***Use of Estimates***

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

December 31, 2024

### Note 2 - Significant Accounting Policies (Continued)

#### *Specific Balances and Transactions*

##### Cash and Investments

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments with a maturity of three months or less when acquired. Investments are stated at fair value except for investments in external investment pools, which are valued at net asset value.

##### Receivables

Accounts receivable are stated at invoiced amounts. An allowance for doubtful accounts is established based on a specific assessment of all invoices that remain unpaid following normal customer payment periods. In addition, a general valuation allowance is established for other accounts receivable based on historical loss experience. All amounts deemed to be uncollectible are charged against the allowance for doubtful accounts in the period that determination is made. As of December 31, 2024, the allowance for doubtful accounts was \$24,000.

Grants receivable primarily represent reimbursements due from the federal government for allowable costs incurred on federal award programs.

##### Restricted Assets

The following amounts are reported as restricted assets:

- *Passenger Facility Charges* - The Authority received approval from the FAA to impose and use a PFC of \$4.50 per eligible enplaned passenger. The PFCs are restricted for use in the construction of certain airport improvements and related construction debt, as approved by the FAA. During 2007, the Authority was approved to collect PFCs to help fund airport improvement projects and was approved to collect approximately \$15,857,760 in connection with these projects. In 2018, the Authority was approved to collect an additional \$11,530,025 of PFCs for improvement projects being completed in 2018 and 2019. As of December 31, 2024, the Authority had collected \$14,721,008 and \$1,616,341, respectively, of the approved charges, and, based on the project costs in the approved PFC applications and the estimated future PFC collection rate determined by the FAA, the Authority is approved to collect PFCs through 2036. PFC revenue is classified as nonoperating in the statement of revenue, expenses, and changes in net position. PFCs are paid by the carriers, with unexpended amounts reflected as a restriction of net position.
- *Revenue Bond Reserve Fund* - The debt service account is used to segregate resources authorized for use on capital projects with the 2016 bond refinancing. The bond reserve account is drawn down to reimbursement funds spent by the Authority on capital projects. Unexpended amounts are reflected as a restriction of net position.
- *Rental Car Improvements* - In 2008, the Authority began assessing a daily use fee, or customer facility charge (CFC), on airport rental cars. In 2024, the CFC charge for airport rental cars was \$4 per day. These funds are being used to make payments on debt and fund capital projects in airport rental car service areas. Unexpended amounts are reflected as a restriction of net position.
- *Unspent Bond Proceeds* - Unspent State Infrastructure Bank (SIB) loan funds received but not yet disbursed for capital projects

December 31, 2024

### Note 2 - Significant Accounting Policies (Continued)

#### **Capital Assets**

Capital assets are defined by the Authority as assets with an initial individual cost of more than \$10,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, ranging from 5 to 50 years. Depreciation of construction in progress assets begins when an asset is placed in service.

#### **Deferred Outflows/Inflows of Resources**

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources (expense) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time.

The Authority reports deferred outflows and inflows of resources related to the pension and OPEB plans described in Notes 9 and 10. The Authority reports deferred inflows of resources related to leases receivable that are described in Note 7.

#### **Net Position**

Net position of the Authority is classified in three components. Net investment in capital assets consists of capital assets net of accumulated depreciation and is reduced by the current balances of any outstanding borrowings used to finance the purchase or construction of those assets. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Unrestricted net position is the remaining net position that does not meet the definition of invested in capital or restricted.

#### **Operating Revenue and Expenses**

The statement of revenue, expenses, and changes in net position distinguishes operating revenue and expenses from nonoperating activity and capital contributions. Operating revenue and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenue is charges to airline tenants for facility rentals and landing fees and revenue from passenger services, such as parking and rental cars. Operating expenses include the cost of providing services, administrative costs, repairs and maintenance of the facilities, and depreciation on capital assets.

#### **Nonoperating Revenue and Expenses**

All revenue and expenses not meeting the above definition of operating revenue and expenses are reported as nonoperating revenue and expenses or capital contributions. Such items include passenger facility charges, car rental customer facility charges, interest income and expense, and grants.

#### **Grants and Contributions**

Outlays for airport capital improvements are subject to reimbursement from federal grant programs through the Airport Improvement Program (AIP) of the FAA. Funds are also received for airport development from the State of Colorado. Funding provided from government grants is considered earned as the related approved capital outlays are incurred. Costs claimed for reimbursement are subject to audit and acceptance by the granting agency.

**Note 2 - Significant Accounting Policies (Continued)**

**Pension**

The Authority participates in the Local Government Division Trust Fund (LGDTF), a cost-sharing multiple-employer defined benefit pension fund administered by the Colorado Public Employees' Retirement Association (PERA). The LGDTF provides retirement and disability, postretirement annual increases, and death benefits for members or their beneficiaries. The net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense have been determined using the economic resources measurement focus and the accrual basis of accounting in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*; GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*; and GASB Statement No. 82, *Pension Issues - an amendment of GASB Statement No. 67, No. 68, and No. 73*. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

**Other Postemployment Benefit Costs**

In addition to the LGDTF described above, the Authority also participates in the Health Care Trust Fund (HCTF), a cost-sharing multiple-employer defined benefit fund administered by PERA that is considered an other postemployment benefit (OPEB). The HCTF provides a health care premium subsidy to eligible participating PERA benefit recipients and retirees who choose to enroll in one of the PERA health care plans. The net OPEB liability, deferred outflows of resources, deferred inflows of resources, and OPEB expense have been determined using the economic resources measurement focus and the accrual basis of accounting in accordance with GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. For this purpose, benefits paid on behalf of health care participants are recognized when due and/or payable in accordance with the benefit terms. Investments are reported at fair value.

**Compensated Absences**

It is the Authority's policy to permit employees to accumulate earned but unused personal time. The compensated absence liabilities are reported in the financial statements. A leave liability is recognized due to the leave attributable to services already rendered, leave that accumulates, and leave that is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means.

**Leases**

The Authority is a lessor for noncancelable leases of certain building spaces to various third parties. The assets leased include specific areas in the terminal, airport facilities, and surrounding property. The Authority recognizes a lease receivable and a deferred inflow of resources, where applicable, in the financial statements.

At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the Authority determines the discount rate it uses to discount the expected lease receipts to present value, lease term, and lease receipts.

- The Authority uses the applicable federal rate corresponding to the lease term and applicable on the commencement date of the lease as the discount rate for leases.

**Note 2 - Significant Accounting Policies (Continued)**

- The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

***Budgeting Requirements***

The Authority's budgeting process is a financial planning tool used to establish the estimated revenue and expenditures for the airport. The budget is prepared by the Authority and approved by the Board in accordance with the State of Colorado's Financial Management Manual and in accordance with Colorado Revised Statutes. The initial budget is submitted to the Board by October 15, and the Authority adopts an appropriation resolution for the next fiscal year by December 31. The Board may amend the appropriation resolution at any time during the year if warranted by circumstances.

The Authority appropriates, and may not exceed appropriations, at a total fund level. Budgeted appropriations for the year ended December 31, 2024 were \$40,819,663.

The budget basis of accounting differs from the generally accepted accounting principles basis in that debt proceeds are included as revenue, outlays for acquisition of capital assets and debt principal payments are included as expenditures, and depreciation is not included in expenditures.

***Long-lived Assets***

The Authority reviews the recoverability of long-lived assets, including buildings and equipment, when events or changes in circumstances occur that indicate the carrying value of the asset may not be recoverable. The assessment of possible impairment is based on the ability to recover the carrying value of the asset from the expected future cash flows (undiscounted and without interest charges) of the related operations. If these cash flows are less than the carrying value of such asset, an impairment loss is recognized for the difference between estimated fair value and carrying value. The measurement of impairment requires management to make estimates of these cash flows related to long-lived assets, as well as other fair value determinations.

***Revenue Received in Advance***

During March 2017, the Authority granted a lease to the Bureau of Land Management (BLM) for use of airport land for a term of 20 years. The BLM prepaid the entire lease in the amount of \$500,000. The prepayment is reflected as revenue received in advance and is being amortized over the life of the lease in the amount of \$25,000 per year. In May 2024, the Authority executed an amendment to its existing lease agreement with the BLM, extending the lease term from February 2037 to February 2055. As part of the amendment, the BLM remitted a one-time lump-sum payment of \$675,000, which is being recognized as revenue received in advance and will be amortized over the extended lease term beginning in March 2037. This payment is classified as noncurrent deferred revenue as of December 31, 2024. As of December 31, 2024, the unamortized balance was \$954,167.

Terminal space rentals and land and building lease payments collected in advance are recorded as a liability or deferred inflows of resources and recognized into revenue in the applicable period.

***Risk Management***

The Authority is exposed to various risks of loss related to torts; errors and omissions; violations of civil rights; theft of, damage to, and destruction of assets; and natural disasters. These risks are covered by commercial insurance. There has been no significant reduction in insurance coverage, and settlement amounts have not materially exceeded coverage for the current or prior three years.

**Note 2 - Significant Accounting Policies (Continued)**

***Upcoming Accounting Pronouncements***

In December 2023, the Governmental Accounting Standards Board issued Statement No. 102, *Certain Risk Disclosures*, which requires governments to assess whether a concentration or constraint makes the government vulnerable to the risk of a substantial impact. It also requires governments to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. If certain criteria are met for a concentration or constraint, disclosures are required in the notes to the financial statements. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2025.

In April 2024, the Governmental Accounting Standards Board issued Statement No. 103, *Financial Reporting Model Improvements*, which establishes new accounting and financial reporting requirements or modifies existing requirements related to the following: management's discussion and analysis; unusual or infrequent items; presentation of the proprietary fund statement of revenue, expenses, and changes in fund net position; information about major component units in basic financial statements; budgetary comparison information; and financial trends information in the statistical section. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2026.

In September 2024, the Governmental Accounting Standards Board issued Statement No. 104, *Disclosure of Certain Capital Assets*, which requires certain types of capital assets, such as lease assets, intangible right-to-use assets, subscription assets, and other intangible assets, to be disclosed separately by major class of underlying asset in the capital assets note. This statement also requires additional disclosures for capital assets held for sale. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2026.

**Note 3 - Cash and Cash Equivalents**

Deposits and investments are reported in the financial statements as follows:

Unrestricted cash and cash equivalents	\$ 19,061,154
Restricted cash equivalents - Revenue bond reserve fund	150
Restricted cash and cash equivalents - Rental car improvements	3,647,301
Restricted cash and cash equivalents - Debt service	485,120
	<hr/>
Total deposits and investments	<u>\$ 23,193,725</u>

The Authority's cash is subject to several types of risk, which are examined in more detail below:

***Custodial Credit Risk***

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority does not have a deposit policy for custodial credit risk; however, the Authority's deposits are not deemed to be subject to custodial credit risk, as they are covered by federal depository insurance or are collateralized under the Public Deposit Protection Act (PDPA). At December 31, 2024, the Authority had bank deposits of \$4,016,862 that were in excess of Federal Deposit Insurance Corporation (FDIC) limits and are covered by PDPA collateral requirements at the financial institution.

**Note 3 - Cash and Cash Equivalents (Continued)**

***Interest Rate Risk***

Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. State statutes and the Authority's investment policy limit interest rate risk by limiting the maximum maturity to five years. Commercial paper is further limited to a maximum maturity of three years. Maturities of the underlying investments in the local government investment pool are limited by the pool's investment policy to less than one year. COLOTRUST cash equivalent assets are not subject to interest rate risk.

***Concentration of Credit Risk***

Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The Authority places no limit on the amount the Authority may invest in any one issuer. The Authority does not have any investments subject to concentration of credit risk.

***Investments***

The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. Colorado statutes limit authorized investments to investments having maturities of five years or less, unless the entity's governing body specifically authorizes longer maturities.

***Fair Value Measurements***

Fair value measurements are categorized within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs, and Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Authority's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

The Authority did not have any investments valued with Level 1, 2, or 3 inputs at December 31, 2024.

The valuation method for investments measured at the net asset value (NAV) per share (or its equivalent) is presented below.

***Investments in Entities that Calculate Net Asset Value per Share***

The Authority holds shares in investment pools whereby the fair value of the investments is measured on a recurring basis using net asset value per share (or its equivalent) of the pools as a practical expedient. The Authority's investments in the Colorado Government Liquid Asset Trust (COLOTRUST) Plus and Prime are both measured at the net asset value method. There are no unfunded commitments, the redemption frequency is daily, and there is no redemption notice period. The COLOTRUST Plus and Prime NAV was \$1.00 as of December 31, 2024.

**Note 3 - Cash and Cash Equivalents (Continued)**

**Local Government Investment Pool**

The Authority invests in COLOTTRUST, established solely for Colorado local governments to pool moneys to take advantage of short-term investments and maximize net interest earnings while benefiting from economies of scale available from a multi-billion dollar pooled fund. The pool is regulated by the Colorado Securities Commissioner, with quarterly reporting and annual audits required. Pool investments consist of U.S. Treasury bills, notes and note strips, commercial paper allowed by state statute and repurchase agreements collateralized by U.S. Treasury securities and or instrumentalities. A designated custodial bank provides safekeeping and depository services in connection with the direct investment and withdrawal functions. Securities owned by the pools are held in an account maintained for the custodial bank. The pools seek to maintain a constant per share net asset value and are reported at fair value measured using net asset value by the Authority. Due to the daily liquidity, and withdrawal availability, the Authority has classified this investment as a cash equivalent.

**Note 4 - Capital Assets**

Capital asset activity of the Authority as of December 31, 2024 is as follows:

	Balance January 1, 2024	Reclassifications	Additions	Disposals and Adjustments	Balance December 31, 2024	Depreciable Life - Years
Capital assets not being depreciated:						
Land	\$ 2,416,059	\$ -	\$ -	\$ -	\$ 2,416,059	
Construction in progress	47,284,519	(22,921,235)	25,772,766	(49,244)	50,086,806	
Subtotal	49,700,578	(22,921,235)	25,772,766	(49,244)	52,502,865	
Capital assets being depreciated:						
Buildings and improvements	26,608,802	56,437	-	-	26,665,239	3 - 50
Land improvements	120,571,886	22,512,110	-	-	143,083,996	5 - 40
Equipment	6,053,185	352,688	-	-	6,405,873	3 - 20
Subtotal	153,233,873	22,921,235	-	-	176,155,108	
Accumulated depreciation:						
Buildings and improvements	16,237,348	-	861,216	-	17,098,564	
Land improvements	67,013,416	-	5,150,278	-	72,163,694	
Equipment	4,898,105	-	202,026	-	5,100,131	
Subtotal	88,148,869	-	6,213,520	-	94,362,389	
Net capital assets being depreciated	65,085,004	22,921,235	(6,213,520)	-	81,792,719	
Net business-type activities capital assets	\$ 114,785,582	\$ -	\$ 19,559,246	\$ (49,244)	\$ 134,295,584	

**December 31, 2024**

**Note 4 - Capital Assets (Continued)**

**Construction Commitments**

The Authority has active construction projects at year end. At year end, the Authority's commitments with contractors are as follows:

	Spent to Date	Remaining Commitment
AIP 72 - Grading and Drainage Construction Grant - Schedules 1-3	\$ 15,796,456	\$ 327,317
AIP 75 - Grading and Drainage Construction Grant - Schedules 4-7	1,540,943	113,062
AIP 76 - Grading and Drainage Construction Grant - Schedule 4	9,539,211	182,862
AIP 77 - Reimbursable Agreement NAVAIDs - Schedule 4A Grading and Drainage	1,990,831	506,339
AIP 78 - NAVAID relocation & Pavement Design Phase 1	9,092,498	86,604
AIP 79 - Grading and Drainage Construction - Schedule 5	6,050,233	1,733,122
AIP 80 - Passenger Boarding Bridges	1,162,884	2,996,004
AIP 81 - RWY 12-30 Schedule 6 Grading and Drainage	4,217,868	1,908,915
AIP 82 - RWY 12-30 Pavement Subbase - Schedule 1	802,017	11,747,609
AIP 83 - RWY 12-30 Pavement Subbase - Schedule 2	741,786	16,618,865
ARFF Truck	34,709	1,252,845
Total	<u>\$ 50,969,436</u>	<u>\$ 37,473,544</u>

**Note 5 - Accrued Expenses**

Accrued expenses as of December 31, 2024 consist of the following:

Vacation	\$ 181,607
Compensation and related	87,679
Interest	128,956
Other	4,573
Total	<u>\$ 402,815</u>

**Note 6 - Long-term Debt**

Long-term debt activity for the year ended December 31, 2024 can be summarized as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Bonds and contracts payable - Direct borrowings and direct placements:					
Revenue bonds, Series 2016A and 2016B	\$ 14,640,000	\$ -	\$ (835,000)	\$ 13,805,000	\$ 880,000
Bond premium	706,224	-	(141,632)	564,592	122,546
SIB loan	3,737,580	-	(326,031)	3,411,549	335,812
Total direct borrowings and direct placements principal outstanding	<u>\$ 19,083,804</u>	<u>\$ -</u>	<u>\$ (1,302,663)</u>	<u>\$ 17,781,141</u>	<u>\$ 1,338,358</u>

**December 31, 2024**

**Note 6 - Long-term Debt (Continued)**

	<u>Interest Expense</u>
Revenue bonds, Series 2016A and 2016B	\$ 664,621
Bond premium	(141,632)
SIB loan	<u>104,792</u>
Total	<u>\$ 627,781</u>

**Colorado SIB Loan**

The Authority entered into a loan agreement with the Colorado State Infrastructure Bank (CO SIB) on March 15, 2023. The loan is payable in annual installments beginning on March 15, 2024 of \$438,158, including interest at 3 percent. The loan's term ends on March 15, 2033.

The debt service requirements to maturity, excluding any unamortized premium, are as follows:

<u>Years Ending</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 335,812	\$ 102,346	\$ 438,158
2026	345,886	92,272	438,158
2027	356,263	81,895	438,158
2028	366,951	71,207	438,158
2029	377,959	60,199	438,158
2030-2033	<u>1,628,678</u>	<u>123,954</u>	<u>1,752,632</u>
Total	<u>\$ 3,411,549</u>	<u>\$ 531,873</u>	<u>\$ 3,943,422</u>

**2016 Bonds**

The Authority issued Airport Revenue Bonds, Series 2016A and 2016B, dated November 22, 2016, in the amount of \$19,670,000, for the purpose of refunding the 2007 Series bonds. The bonds are secured by net operating revenue by the Authority. As of December 31, 2023, the 2016B Series bonds were repaid in full. The Series 2016A bonds bear interest at rates ranging from 3.125 percent to 5.0 percent, with interest payable semiannually on June 1 and December 1 and principal payable annually on December 1 and maturing on December 1, 2036. The bonds are subject to certain restrictive covenants.

The debt service requirements to maturity, excluding any unamortized premium, are as follows:

<u>Years Ending December 31</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 880,000	\$ 626,350	\$ 1,506,350
2026	920,000	582,350	1,502,350
2027	965,000	536,350	1,501,350
2028	1,015,000	488,100	1,503,100
2029	1,065,000	437,350	1,502,350
2030-2034	6,100,000	1,422,000	7,522,000
2035-2036	<u>2,860,000</u>	<u>151,025</u>	<u>3,011,025</u>
Total	<u>\$ 13,805,000</u>	<u>\$ 4,243,525</u>	<u>\$ 18,048,525</u>

**Note 6 - Long-term Debt (Continued)**

***Revenue Pledged***

The Authority has pledged substantially all of the net operating revenue of the Authority, net of operating expenses (before depreciation), to repay the Series 2016A and 2016B bonds. A portion of the proceeds were used to refund the 2007 Series bonds used to finance the construction of Walker Field Drive improvements and new project funds of approximately \$9,000,000 included in the issuance was used to help finance terminal improvements and runway replacement project costs. The bonds are payable solely from the net revenue of the Authority. The remaining principal and interest to be paid on the bonds is \$18,048,525 as of December 31, 2024. For the year ended December 31, 2024, net revenue of the Authority pledged for debt service was approximately \$2,385,000, compared to the annual debt requirements of \$1,503,100.

***Subsequent Event***

Subsequent to December 31, 2024, on June 18, 2025, the Authority obtained a \$6,500,000 loan from the Colorado State Infrastructure Bank fund administered by the Colorado Department of Transportation to expand and repair the public parking lot for the terminal building. The loan matures on June 17, 2035 and bears interest at a rate of 3.5 percent per annum with 10 equal annual installments.

**Note 7 - Leases**

The Authority leases certain building spaces to various third parties under regulated and nonregulated lease agreements. The assets leased include specific areas in the terminal, hanger space, ramp area, the air traffic control tower, and unimproved land.

Lease payments received in exchange for the contracted use of leased assets are paid to the Authority monthly and are based on fixed rental amounts; rental amounts are variable during the lease term based on changes in the Consumer Price Index (CPI), variable amounts directly related to the gross revenue generated by the tenant/operator from the leased assets, or a combination of both fixed and variable amounts. The discount rates applicable to these leasing arrangements range from 1.82 percent to 2.66 percent.

During the year ended December 31, 2024, the Authority recognized the following related to its lessor agreements:

Lease revenue	\$	257,832
Interest income related to its leases		85,285
Revenue from variable payments not previously included in the measurement of the lease receivable - Amounts related to gross revenue generated by the tenant		123,680

***Regulated Leases***

Regulated leases are leases that are subject to external laws, regulations, or legal rulings. For example, the U.S. Department of Transportation (DOT) and the Federal Aviation Administration regulate aviation leases between airports and air carriers and other aeronautical users through various policies and guidance, including the FAA's Rates and Charges Policy and Federal Grant Assurances. In accordance with GASB 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases.

Regulated lease assets include designated areas within the air traffic control tower and portions of airport land. The areas subject to preferential or exclusive use by counterparties under these agreements represent the following proportions of the respective asset classes:

- Land: 2.7 percent of total airport land
- Air Traffic Control Tower: 51.4 percent of total tower space

**Note 7 - Leases (Continued)**

During the year ended December 31, 2024, the Authority recognized revenue from regulated leases in the amount of \$2,113,801. The Authority did not recognize any revenue from variable payments not included in the schedule of expected future minimum payments.

Future expected minimum payments related to the Authority's regulated leases at December 31, 2024 are as follows:

Years Ending	Expected Future Minimum Payments
2025	\$ 2,296,199
2026	2,296,199
2027	2,296,199
2028	2,252,559
2029	2,230,738
2030-2034	6,473,333
2035-2039	2,809,694
2040-2044	2,451,913
2045-2049	2,362,356
2050-2054	2,027,409
2055-2059	<u>70,041</u>
Total	<u>\$ 27,566,640</u>

In addition to those leases included within the lease receivable and regulated leases disclosed above, the Authority has certain short-term leases that are excluded from the guidance in GASB 87. Payments on short-term leases are recognized as inflows of resources when due. Revenue recognized on short-term leases during the year ended December 31, 2024 totaled \$1,399,763.

**Note 8 - Concession Agreements**

In April 2011, the Authority renewed an agreement with Republic Parking System Inc. (Republic), a privately held corporation part of the Reef network, under which Republic will operate, maintain, and retain fees from the airport's terminal building public parking areas through March 2016. In January 2016, the agreement was extended for one additional five-year term, terminating on March 31, 2021 at the mutual agreement of the Authority and Republic. In April 2021, the agreement was extended for an additional three-year term, then further extended for two additional one-year terms beginning on April 1, 2024. Republic is required to operate and maintain the public parking areas in accordance with the Parking Lot Operating Agreement (the "Agreement"); the Agreement also regulates the parking rates and fees that may be charged. In consideration of its operating rights hereunder, Republic shall pay the Authority the greater of (a) the applicable percentage of annual gross revenue or (b) the minimum annual guarantees for each year the Agreement is in effect as amended. The term "applicable percentage of annual gross revenue" means 80.45 percent of gross revenue from \$0 up to and including \$500,000 plus 91.50 percent of gross revenue in excess of \$500,000. The term "minimum annual guarantees" means for each year the Agreement is in effect, as amended, and the guarantees shall be \$350,000 each year.

December 31, 2024

### Note 8 - Concession Agreements (Continued)

In May 2015, the Authority renewed agreements with various rental car companies, under which the rental car companies are granted the right to operate and retain fees from a nonexclusive rental car concession from the Authority, lease motor vehicles from the rental car office and ticket counter area located in the airport terminal building assigned to the respective companies, and to park and store motor vehicles owned or leased by it in the parking lot spaces assigned to the respective companies through April 2022. The rental car companies are required to operate and maintain the rental car areas in accordance with the airport facilities lease and rental car concession agreement. In consideration of its operating rights hereunder, the rental car companies shall pay the Authority the guaranteed minimum concession fee set forth for each period of the concession term set forth on the bid proposal or 10 percent of their gross revenue for each such period of the concession term, whichever amount is greater. For each of the subsequent years of the concession term, the annual guaranteed minimum concession shall be the year-one MAG or 85 percent of 10 percent of their previous contract year's annual gross revenue, whichever is greater. The agreements with the rental cars are currently reported as month-to-month short-term leases in Note 7.

In May 2016, the Authority entered into a service agreement with a concession company. Under the agreement and subsequent amendments, including an amendment dated May 5, 2022, the company is granted the right to operate a restaurant and retail space in the airport through April 30, 2027 with an option to extend for an additional five years. In consideration of its operating rights, the company shall pay the Authority the guaranteed minimum annual fee of \$120,000, prorated monthly, or a graduated percentage of gross revenue for each such period of the concession term, whichever is the greater amount. The agreement is currently reported as a lease in Note 7.

In 2024, the minimum concession fees from rental car and restaurant concessionaires were \$120,000 and \$195,278, respectively. The minimum annual guarantee for Republic parking in 2024 was \$350,000.

### Note 9 - Pension Plans

#### *Plan Description*

The Authority participates in the LGDTF, a cost-sharing multiple-employer defined benefit pension fund administered by PERA. Plan benefits are specified in Title 24 of the Colorado Revised Statutes (C.R.S.) and applicable provisions of the federal Internal Revenue Code. Colorado state law provisions may be amended from time to time by the Colorado General Assembly. PERA issues a publicly available Annual Comprehensive Financial Report that includes financial statements and required supplementary information for the LGDTF that can be obtained at [www.copera.org/investments/pera-financial-reports](http://www.copera.org/investments/pera-financial-reports). The report can also be obtained by writing to Colorado PERA, 1301 Pennsylvania Street, Denver, CO 80203 or by calling PERA at 1-800-759-PERA (7372) or 303-832-9550.

The LGDTF provides retirement, disability, and survivor benefits for members or their beneficiaries. Retirement benefits are based upon a number of factors, including retirement age, years of credited service, and highest average salary. Retirement eligibility is specified in tables set forth in the Colorado Revised Statutes. The lifetime retirement benefit for all eligible retiring employees under the PERA benefit structure is generally the greater of the following:

- Highest average salary multiplied by 2.5 percent and then multiplied by the credited years of service
- The value of the retiring employee's member contribution account plus a 100 percent match on eligible amounts as of the retirement date. This amount is then annuitized into a monthly benefit based on life expectancy and other actuarial factors.

**Note 9 - Pension Plans (Continued)**

In all cases, the service retirement benefit is limited to 100 percent of highest average salary and also cannot exceed the maximum benefit allowed by federal Internal Revenue Code. Members may elect to withdraw their member contribution accounts upon termination of employment with all PERA employers, waiving rights to any lifetime retirement benefits earned. If eligible, the member may receive a match of either 50 percent or 100 percent on eligible amounts depending on when contributions were remitted to PERA, the date employment was terminated, whether 5 years of service credit has been obtained, and the benefit structure under which contributions were made.

Disability benefits are available for eligible employees once they reach 5 years of earned service credit and meet the definition of a disability. These benefits are divided into a two-tier disability program consisting of a short-term disability program and a disability retirement benefit. At benefit commencement, the member can choose from different payment options, some of which can continue after the retiree's death to a named beneficiary, and for which the benefit amount is appropriately adjusted. Generally, the disability benefit amount is based on the retirement benefit formula shown above considering a minimum 20 years of service credit, if deemed disabled.

Survivor benefits are determined by several factors, which include the amount of earned service credit, highest average salary of the deceased, the benefit structure under which service credit was obtained, and the qualified survivor who will receive the benefits.

**Funding Policy**

Eligible employees and the Authority are required to contribute to the LGDTF at a rate set by Colorado statute. The contribution requirements of plan members and the Authority are established under Title 24, Article 51, Part 4 of the C.R.S., as amended. The contribution rate was 8.00 percent of covered salary through June 30, 2020, and 8.50 percent thereafter for eligible employees. The Authority's contribution requirements as a percentage of employee salaries for the year ended December 31, 2024 are summarized in the table below:

Employer contribution rate apportioned to the LGDTF	9.98 %
Amortization equalization disbursement (AED)	2.20
Supplemental amortization equalization disbursement (SAED)	1.50
Total employer contribution rate to the LGDTF	13.68 %

The Authority's contributions are recognized by the LGDTF in the period in which the compensation becomes payable to the member and the Authority is statutorily committed to pay the contributions to the LGDTF. The Authority's contributions to the LGDTF for the year ended December 31, 2024 were \$276,501.

**Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions**

At December 31, 2024, the Authority reported a net pension liability of \$1,681,428 for its proportionate share of the net pension liability. The net pension liability as of December 31, 2024 was measured as of December 31, 2023 and the total pension liability used to calculate the net pension liability was determined as of December 31, 2023 using standard roll-forward techniques in actuarial valuations as of December 31, 2022. The Authority's proportion of the net pension liability for the year ended December 31, 2024 was based on the Authority's contributions to the LGDTF for the calendar year 2023 relative to the total contributions of participating employers to the LGDTF. At December 31, 2024, the Authority's proportion was 0.2291 percent, which was an increase of 0.0188 percent from its proportion measured as of December 31, 2023. For the year ended December 31, 2024, the Authority recognized pension expense recovery of \$237,048.

**December 31, 2024**

**Note 9 - Pension Plans (Continued)**

The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 90,994	\$ 1,727
Net difference between projected and actual earnings on pension plan investments	490,984	-
Changes in proportionate share or difference between amount contributed and proportionate share of contributions	57,829	2,331
Employer contributions to the plan subsequent to the measurement date	270,449	-
Total	<u>\$ 910,256</u>	<u>\$ 4,058</u>

The Authority reports deferred outflows of resources related to pensions resulting from the Authority's contributions to the plan subsequent to the measurement date. Amounts reported as deferred outflows as of December 31, 2024 were \$270,449, which will be recognized as a reduction of the net pension liability in the year ended December 31, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years Ending December 31	Net Amortization
2025	\$ 148,962
2026	207,940
2027	414,089
2028	(135,242)
Total	<u>\$ 635,749</u>

**Actuarial Assumptions**

The total pension liability in the December 31, 2022 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions, and other inputs:

- Actuarial cost method: Entry age
- Price inflation: 2.30 percent
- Real wage growth: 0.70 percent
- Wage inflation: 3.00 percent
- Salary increases (including inflation): 3.20-11.30 percent
- Long-term investment rate of return (net of plan investment expenses, including price inflation): 7.25 percent
- Discount rate: 7.25 percent

December 31, 2024

### Note 9 - Pension Plans (Continued)

- Mortality:
  - Active members - PubG-2010 Employee Table with generational projection using scale MP-2019
  - Postretirement nondisabled - PubG-2010 Healthy Retiree Table with adjustments
  - Disabled retirees - PubNS-2010 Disabled Retiree Table using 99 percent of the rates for all ages with generational projection using scale MP-2019
- Postretirement benefit increases:
  - PERA benefit structure hired prior to January 1, 2007 and DPS benefit structure (automatic) - 1.00 percent compounded annually
  - PERA benefit structure hired after December 31, 2006 (ad hoc, substantively automatic) - Financed by the Annual Increase Reserve
- The actuarial assumptions used in the December 31, 2022 valuation were based on the 2020 Experience Study report, dated October 28, 2020, for the period from January 1, 2016 through December 31, 2019. Revised economic and demographic assumptions were adopted by PERA's board on November 20, 2020 and were effective as of December 31, 2020.

#### **Discount Rate**

The discount rate used to measure the total pension liability was 7.25 percent for the year ended December 31, 2024. The projection of cash flows used to determine the discount rate applied the actuarial cost method and assumptions shown above. In addition, the following methods and assumptions were used in the projection of cash flows:

- Total covered payroll for the initial projection year consists of the covered payroll of the active membership present on the valuation date and the covered payroll of future plan members assumed to be hired during the year. In subsequent projection years, total covered payroll was assumed to increase annually at a rate of 3.00 percent.
- Employee contributions were assumed to be made at the current member contribution rate. Employee contributions for future plan members were used to reduce the estimated amount of total service costs for future plan members.
- Employer contributions were assumed to be made at rates equal to the fixed statutory rates specified in law and effective as of the measurement date, including current and estimated future AED and SAED, until the actuarial value funding ratio reaches 103 percent, at which point the AED and SAED will each drop 0.50 percent every year until they are zero. Additionally, estimated employer contributions included reductions for the funding of the AIR and retiree health care benefits. For future plan members, employer contributions were further reduced by the estimated amount of total service costs for future plan members not financed by their member contributions.
- Employer contributions and the amount of total service costs for future plan members were based upon a process used by the plan to estimate future actuarially determined contributions assuming an analogous future plan member growth rate.
- The AIR balance was excluded from the initial fiduciary net position, as, per statute, AIR amounts cannot be used to pay benefits until transferred to either the retirement benefits reserve or the survivor benefits reserve, as appropriate. AIR transfers to the fiduciary net position and the subsequent AIR benefit payments were estimated and included in the projections.

**Note 9 - Pension Plans (Continued)**

- Benefit payments and contributions were assumed to be made at the middle of the year.
- The projected benefit payments reflect the lowered annual increase cap, from 1.25 percent to 1.00 percent, resulting from the 2020 AAP assessment, statutorily recognized July 1, 2021 and effective July 1, 2022.

Based on the above assumptions and methods, the LGDTF’s fiduciary net position was projected to be available to make all projected future benefit payments of current members. Therefore, the long-term expected rate of return of 7.25 percent on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determination does not use the municipal bond index rate, and, therefore, the discount rate is 7.25 percent. There was no change in the discount rate from the prior measurement date.

**Investment Rate of Return**

The long-term expected return on plan assets is reviewed as part of regular experience studies prepared every four or five years for PERA. Recently, this assumption has been reviewed more frequently. The most recent analyses were outlined in the Experience Study report dated October 28, 2020. As a result of the November 20, 2020 PERA board meeting, the following economic assumptions were changed, effective December 31, 2020:

- Price inflation assumption decreased from 2.40 percent per year to 2.30 percent per year.
- Real rate of investment return assumption increased from 4.85 percent per year, net of investment expenses, to 4.95 percent per year, net of investment expenses.
- Wage inflation assumption decreased from 3.50 percent per year to 3.00 percent per year.

Several factors were considered in evaluating the long-term rate of return assumption for the LGDTF, including long-term historical data, estimates inherent in current market data, and a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected return, net of investment expense and inflation) were developed for each major asset class. These ranges were combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and then adding expected inflation.

As of the most recent adoption of the long-term expected rate of return by the PERA board, the target asset allocation and best estimates of geometric real rates of return for each major asset class for December 31, 2024 are summarized in the following table:

Asset Class	Target Allocation	Long-term Expected Real Rate of Return
Global equity	54.00 %	5.60 %
Fixed income	23.00	1.30
Private equity	8.50	7.10
Real estate	8.50	4.40
Alternatives	6.00	4.70

In setting the long-term expected rate of return, projections employed to model future returns provide a range of expected long-term returns that, including expected inflation, ultimately support a long-term expected rate of return assumption of 7.25 percent.

**Note 9 - Pension Plans (Continued)**

***Sensitivity of the Net Pension Liability to Changes in the Discount Rate***

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 7.25 percent, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.25 percent) or 1 percentage point higher (8.25 percent) than the current rate:

	<u>1 Percentage Point Decrease</u>	<u>Current Discount Rate</u>	<u>1 Percentage Point Increase</u>
Authority's proportionate share of the net pension liability as of December 31, 2024	\$ 3,295,787	\$ 1,681,428	\$ 329,141

Detailed information about the pension plan's fiduciary net position is available in PERA's Annual Comprehensive Financial Report, which can be obtained at [www.copera.org/investments/pera-financial-reports](http://www.copera.org/investments/pera-financial-reports).

**Note 10 - Other Postemployment Benefit Plan**

***Plan Description***

In addition to the defined benefit pension plan, employees of the Authority are provided with OPEB through the HCTF, a cost-sharing multiple-employer health care trust administered by PERA. The HCTF provides a health care premium subsidy to eligible PERA participating benefit recipients and their eligible beneficiaries. Title 24, Article 51, Part 12 of the C.R.S., as amended, assigns the authority to establish the HCTF benefit provisions to the PERA board to contract, self-insure, and authorize disbursements necessary in order to carry out the purposes of the PERACare program, including the administration of the premium subsidies. Colorado state law provisions may be amended from time to time by the Colorado General Assembly. PERA issues a publicly available Annual Comprehensive Financial Report that includes financial statements and required supplementary information for the HCTF. That report may be obtained online at [www.copera.org](http://www.copera.org); by writing to Colorado PERA, 1301 Pennsylvania Street, Denver, CO 80203; or by calling PERA at 1-800-759-PERA (7372) or 303-832-9550.

***Benefits Provided***

The HCTF provides a health care premium subsidy to eligible participating PERA benefit recipients and retirees who choose to enroll in one of the PERA health care plans; however, the subsidy is not available if only enrolled in the dental and/or vision plan(s). The health care premium subsidy is based upon the benefit structure under which the member retires and the member's years of service credit.

Enrollment in PERACare is voluntary and is available to benefit recipients and their eligible dependents, certain surviving spouses, and divorced spouses and guardians, among others. Eligible benefit recipients may enroll into the program upon retirement, upon the occurrence of certain life events, or on an annual basis during an open enrollment period.

The maximum service-based premium subsidy is \$230 per month for benefit recipients who are under 65 years of age and who are not entitled to Medicare; the maximum service-based subsidy is \$115 per month for benefit recipients who are 65 years of age or older or who are under 65 years of age and entitled to Medicare. The basis for the maximum service-based subsidy, in each case, is for benefit recipients with retirement benefits based on 20 or more years of service credit. There is a 5 percent reduction in the subsidy for each year less than 20. The benefit recipient pays the remaining portion of the premium to the extent the subsidy does not cover the entire amount.

December 31, 2024

**Note 10 - Other Postemployment Benefit Plan (Continued)**

For benefit recipients who have not participated in Social Security and who are not otherwise eligible for premium-free Medicare Part A for hospital-related services, C.R.S. § 24-51-1206(4) (CRS) provides an additional subsidy. According to the statute, PERA cannot charge premiums to benefit recipients without Medicare Part A that are greater than premiums charged to benefit recipients with Part A for the same plan option, coverage level, and service credit. Currently, for each individual PERACare enrollee, the total premium for Medicare coverage is determined assuming plan participants have both Medicare Part A and Part B, and the difference in premium cost is paid by the HCTF on behalf of benefit recipients not covered by Medicare Part A.

**Contributions**

In accordance with the C.R.S., certain contributions are apportioned to the HCTF. The Authority is required to contribute at a rate of 1.02 percent of PERA-includable salary into the HCTF. Employer contributions are recognized by the HCTF in the period in which the compensation becomes payable to the member and the Authority is statutorily committed to pay the contributions. The Authority's contributions to the HCTF for the year ended December 31, 2024 were \$20,826.

**Net OPEB Liability**

At December 31, 2024, the Authority reported a liability of \$129,975 for its proportionate share of the net OPEB liability. The net OPEB liability for the HCTF was measured as of December 31, 2023 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of December 31, 2022. Standard update procedures were used to roll forward the total OPEB liability to December 31, 2023.

The Authority's proportion of the net OPEB liability for the year ended December 31, 2024 was based on the Authority's contributions to the HCTF for the calendar year 2023 relative to the total contributions of participating employers to the HCTF. At December 31, 2023, the Authority's proportion was 0.01821 percent, which was an increase of 0.0012 percent from its proportion measured as of December 31, 2022.

**OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB**

For the year ended December 31, 2024, the Authority recognized OPEB expense recovery of \$19,649.

At December 31, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 26,640
Net difference between projected and actual earnings on OPEB plan investments	4,020	-
Changes in assumptions	1,528	13,782
Changes in proportionate share or difference between amount contributed and proportionate share of contributions	15,089	6,227
Employer contributions to the plan subsequent to the measurement date	20,826	-
Total	<u>\$ 41,463</u>	<u>\$ 46,649</u>

**Note 10 - Other Postemployment Benefit Plan (Continued)**

The Authority reports deferred outflows of resources related to OPEB resulting from the Authority's contributions to the plan subsequent to the measurement date. Amounts reported as deferred outflows as of December 31, 2024 were \$20,826, which will be recognized as a reduction of the net OPEB liability in the year ended December 31, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as an expense recovery as follows:

Years Ending December 31	Net Amortization
2025	\$ (1,521)
2026	(4,376)
2027	(4,557)
2028	(4,557)
2029	(4,222)
Thereafter	(6,779)
Total	<u>\$ (26,012)</u>

**Actuarial Assumptions**

The total OPEB liability for the HCTF in the December 31, 2022 actuarial valuation was determined using the same assumptions as the LGDTF for the following assumptions: mortality tables, actuarial cost method, price inflation, real wage growth, wage inflation, and salary increases.

The health care cost trend rates used to measure the total OPEB liability are as follows:

- PERACare Medicare plans - 7.00 percent in 2023 gradually decreasing to 4.50 percent in 2033
- Medicare Part A premiums - 3.50 percent in 2023 gradually increasing to 4.50 percent in 2035

The following health care costs assumptions were updated and used in the rollforward calculation for the trust fund:

- Initial per capita health care costs for those PERACare enrollees under the PERA benefit structure who are expected to attain age 65 and older ages and are not eligible for premium-free Medicare Part A benefits were updated to reflect the change in costs for the 2023 plan year.
- The health care cost trend rates for Medicare Part A premiums were revised to reflect the then-current expectation of future increases in rates of inflation applicable to Medicare Part A premiums.
- The morbidity rates used to estimate individual retiree and spouse costs by age and gender were updated effective for the December 31, 2022 valuation. The revised morbidity rates are based on a review of historical claims experience by age, gender, and status (active versus retired) from actuary's claims data warehouse.

The actuarial assumptions used in the December 31, 2022 valuation were based on the results of the 2020 experience analysis for the period from January 1, 2016 through December 31, 2019 and were adopted by PERA's board during the November 20, 2020 board meeting.

**Note 10 - Other Postemployment Benefit Plan (Continued)**

***Discount Rate***

The discount rate used to measure the total OPEB liability was 7.25 percent at December 31, 2024. The projection of cash flows used to determine the discount rate applied the actuarial cost method and assumptions shown above. In addition, the following methods and assumptions were used in the projection of cash flows:

- Updated health care cost trend rates for Medicare Part A premiums as of the December 31, 2023 measurement date
- Total covered payroll for the initial projection year consists of the covered payroll of the active membership present on the valuation date and the covered payroll of future plan members assumed to be hired during the year. In subsequent projection years, total covered payroll was assumed to increase annually at a rate of 3.00 percent.
- Employer contributions were assumed to be made at rates equal to the fixed statutory rates specified in law and effective as of the measurement date.
- Employer contributions and the amount of total service costs for future plan members were based upon a process used by the plan to estimate future actuarially determined contributions assuming an analogous future plan member growth rate.
- Estimated transfers of dollars into the trust fund representing a portion of purchase service agreements intended to cover the costs associated with OPEB benefits
- Benefit payments and contributions were assumed to be made at the middle of the year.
- Beginning with the December 31, 2023 measurement date and thereafter, the FNP as of the current measurement date is used as the starting point for the GASB 74 projection test.

Based on the above assumptions and methods, the projection test indicates the HCTF's fiduciary net position was projected to make all projected future benefit payments of current members. Therefore, the long-term expected rate of return of 7.25 percent on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability. The discount rate determination does not use the municipal bond index rate, and, therefore, the discount rate is 7.25 percent.

***Investment Rate of Return***

The long-term expected return on OPEB plan investments is the same as the long-term expected return on the LGDTF investments described above and is reviewed as part of regular experience studies prepared every four or five years for PERA.

In setting the long-term expected rate of return, projections employed to model future returns provide a range of expected long-term returns that, including expected inflation, ultimately support a long-term expected rate of return assumption of 7.25 percent.

December 31, 2024

**Note 10 - Other Postemployment Benefit Plan (Continued)**

***Sensitivity of the Net OPEB Liability to Changes in the Discount Rate***

The following presents the proportionate share of the net OPEB liability of the Authority, calculated using the discount rate of 7.25 percent, as well as what the Authority's net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (6.25%)	Current Discount Rate (7.25%)	1 Percentage Point Increase (8.25%)
Proportionate share of the net OPEB liability as of December 31, 2024	\$ 153,516	\$ 129,975	\$ 109,835

***Sensitivity of the Net OPEB Liability to Changes in the Health Care Cost Trend Rate***

The following presents the proportionate share of the net OPEB liability of the Authority, calculated using the current health care cost trend rates applicable to the PERA benefit structure, as well as what the Authority's net OPEB liability would be if it were calculated using health care cost trend rates that are 1 percentage point lower or 1 percentage point higher than the current rates:

	1 Percentage Point Decrease in Trend Rates	Current Health Care Cost Trend Rates	1 Percentage Point Increase in Trend Rates
Net OPEB liability as of December 31, 2024	\$ 126,244	\$ 129,975	\$ 134,033

**Note 11 - Defined Contribution Pension Plan**

Employees of the Authority who are also members of the LGDTF may voluntarily contribute to the Voluntary Investment Program, an Internal Revenue Code Section 401(k) defined contribution plan administered by PERA. Title 24, Article 51, Part 14 of the C.R.S., as amended, assigns the authority to establish the plan provisions to the PERA board of trustees. PERA issues a publicly available ACFR, which includes additional information on the Voluntary Investment Program. That report can be obtained at [www.copera.org/investments/pera-financial-reports](http://www.copera.org/investments/pera-financial-reports).

The Voluntary Investment Program is funded by voluntary member contributions up to the maximum limits set by the Internal Revenue Service, as established under Title 24, Article 51, Section 1402 of the CRS, as amended. In addition, the Authority has agreed to match employee contributions up to 4 percent of covered salary determined by the Internal Revenue Service. Employees are immediately vested in their own contributions, employer contributions, and investment earnings. For the year ended December 31, 2024, the Authority made matching contributions of \$52,533.

**Note 12 - Commitments**

***Tax, Spending, and Debt Limitations***

In November 1992, voters passed an amendment to the Constitution of the State of Colorado, Article X, Section 20, which has several limitations, including revenue raising, spending abilities, and other specific requirements of state and local governments. The amendment excludes enterprises from its provisions. Enterprises, defined as government-owned businesses authorized to issue revenue bonds and receiving less than 10 percent of their annual revenue in grants from all state and local governments combined, are excluded from the provisions of the amendment. It is the Authority's opinion that it qualifies for the exclusion and is, therefore, excluded from the provisions of the amendment.

**December 31, 2024**

**Note 12 - Commitments (Continued)**

***Federally Assisted Grant Programs***

The Authority participates in federally assisted grant programs. These programs are subject to the provisions of the Single Audit Act of 1996 and the Uniform Grant Guidance. The amount, if any, of expenditures that may be disallowed by the granting agency cannot be determined at this time, although the Authority expects such amounts, if any, to be immaterial.

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## Required Supplementary Information

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## Grand Junction Regional Airport Authority

Required Supplementary Information  
 Schedule of the Authority's Proportionate Share of the Net Pension Liability (Asset)  
 Local Government Division Trust Fund  
 Administered by the Colorado Public Employees' Retirement Association

**Last Ten Plan Years  
 Measurement Periods Ended December 31**

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability (asset)	0.22906 %	0.21030 %	(0.21460)%	0.23507 %	0.24171 %	0.22102 %	0.22859 %	0.22504 %	0.25758 %	0.23838 %
Authority's proportionate share of the net pension liability (asset)	\$ 1,681,428	\$ 2,108,343	\$ (183,991)	\$ 1,225,007	\$ 1,767,875	\$ 2,778,666	\$ 2,545,148	\$ 3,038,815	\$ 2,837,459	\$ 2,136,600
Authority's covered payroll	\$ 2,046,657	\$ 1,730,984	\$ 1,601,532	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996	\$ 1,462,822	\$ 1,306,200
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	82.15 %	121.80 %	(11.49)%	73.14 %	105.02 %	191.68 %	176.50 %	222.79 %	193.97 %	163.57 %
Plan fiduciary net position as a percentage of the total pension liability	88.03 %	82.99 %	101.49 %	90.88 %	86.26 %	75.96 %	79.37 %	73.65 %	76.87 %	80.72 %

**Grand Junction Regional Airport Authority**

Required Supplementary Information  
Schedule of Pension Contributions  
Local Government Division Trust Fund  
Administered by the Colorado Public Employees' Retirement Association

	<b>Last Ten Fiscal Years</b>									
	<b>Years Ended December 31</b>									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Statutorily required contribution	\$ 270,449	\$ 278,697	\$ 232,334	\$ 210,946	\$ 214,762	\$ 211,066	\$ 183,815	\$ 182,848	\$ 172,959	\$ 185,490
Contributions in relation to the statutorily required contribution	<u>270,449</u>	<u>278,697</u>	<u>232,334</u>	<u>210,946</u>	<u>214,762</u>	<u>211,066</u>	<u>183,815</u>	<u>182,848</u>	<u>172,959</u>	<u>185,490</u>
<b>Contribution Deficiency</b>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>
<b>Authority's Covered Payroll</b>	\$ 1,981,464	\$ 2,046,657	\$ 1,730,984	\$ 1,601,532	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996	\$ 1,462,822
<b>Contributions as a Percentage of Covered Payroll</b>	13.65 %	13.62 %	13.42 %	13.17 %	12.82 %	12.54 %	12.68 %	12.68 %	12.68 %	12.68 %

**Grand Junction Regional Airport Authority**

Required Supplementary Information  
 Schedule of the Authority's Proportionate Share of the Net OPEB Liability  
 Health Care Trust Fund  
 Administered by the Colorado Public Employees' Retirement Association

**Last Eight Plan Years\***  
**Measurement Periods Ended December 31**

	2023	2022	2021	2020	2019	2018	2017	2016
Authority's proportion of the net OPEB liability	0.01821 %	0.01698 %	0.01668 %	0.01795 %	0.01851 %	0.01714 %	0.01776 %	0.01727 %
Authority's proportionate share of the net OPEB liability	\$ 129,975	\$ 138,641	\$ 143,852	\$ 170,587	\$ 208,079	\$ 233,195	\$ 230,836	\$ 223,970
Authority's covered payroll	\$ 2,046,657	\$ 1,730,984	\$ 1,601,532	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996
Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	6.35 %	8.01 %	8.98 %	10.18 %	12.36 %	16.09 %	16.01 %	16.42 %
Plan fiduciary net position as a percentage of total OPEB liability	46.16 %	38.57 %	39.40 %	32.78 %	24.49 %	17.03 %	17.53 %	16.72 %

\*The required supplementary information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

**Grand Junction Regional Airport Authority**

Required Supplementary Information  
 Schedule of OPEB Contributions  
 Health Care Trust Fund

Administered by the Colorado Public Employees' Retirement Association

	<b>Last Eight Fiscal Years*</b>							
	<b>Years Ended December 31</b>							
	2024	2023	2022	2021	2020	2019	2018	2017
Contractually required contribution	\$ 20,826	\$ 23,952	\$ 17,953	\$ 16,647	\$ 17,276	\$ 16,978	\$ 14,786	\$ 14,708
Contributions in relation to the contractually required contribution	<u>20,826</u>	<u>23,952</u>	<u>17,953</u>	<u>16,647</u>	<u>17,276</u>	<u>16,978</u>	<u>14,786</u>	<u>14,708</u>
<b>Contribution Deficiency</b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>	<b><u>\$ -</u></b>
<b>Authority's Covered Payroll</b>	<b>\$ 1,981,464</b>	<b>\$ 2,046,657</b>	<b>\$ 1,730,984</b>	<b>\$ 1,601,532</b>	<b>\$ 1,674,993</b>	<b>\$ 1,683,336</b>	<b>\$ 1,449,631</b>	<b>\$ 1,442,006</b>
<b>Contributions as a Percentage of Covered Payroll</b>	1.05 %	1.17 %	1.04 %	1.04 %	1.03 %	1.01 %	1.02 %	1.02 %

\*The required supplementary information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

December 31, 2024

### *Pension and OPEB Information*

#### **Benefit Changes**

There were no changes of pension or OPEB benefit terms in 2024.

#### **Changes in Assumptions**

During 2022, the assumption used to value the AI cap benefit provision for pension was changed from 1.25 percent to 1.00 percent.

During 2021, the following assumption changes were reflected in the rollforward calculation of the total pension liability and total OPEB liability from December 31, 2019 to December 31, 2020:

- Salary scale assumptions and rates of termination/withdrawal, retirement, and disability were revised to align with revised economic assumptions and to more closely reflect actual experience.
- Updates were made to the mortality tables used.
- Price inflation assumption decrease from 2.40 percent per year to 2.30 percent per year
- Real rate of investment return assumption increase from 4.85 percent per year, net of investment expenses to 4.95 percent per year, net of investment expenses
- Wage inflation assumption decreased from 3.50 percent per year to 3.00 percent per year.

#### **Changes in Size or Composition of the Covered Population**

There were no significant changes in size or composition of the covered population in 2024.

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## Other Supplementary Information

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Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

**Independent Auditor's Report**

To Management and the Board of Commissioners  
Grand Junction Regional Airport Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of Grand Junction Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2024 and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated September 16, 2025.

**Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

To Management and the Board of Commissioners  
Grand Junction Regional Airport Authority

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Plante & Moran, PLLC*

September 16, 2025

Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required  
by the Uniform Guidance

**Independent Auditor's Report**

To the Board of Commissioners  
Grand Junction Regional Airport Authority

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited Grand Junction Regional Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended December 31, 2024. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended December 31, 2024.

***Basis for Opinion on Each Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"). Our responsibilities under those standards and the Uniform Guidance are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal program.

To the Board of Commissioners  
Grand Junction Regional Airport Authority

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control Over Compliance**

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

To the Board of Commissioners  
Grand Junction Regional Airport Authority

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Plante & Moran, PLLC*

September 16, 2025

## Grand Junction Regional Airport Authority

### Schedule of Expenditures of Federal Awards

Year Ended December 31, 2024

Federal Agency/Pass-through Agency/Program Title	Assistance Listing Number	Grant Number or Pass- through Entity Identifying Number	Provided to Subrecipients	Federal Expenditures
U.S. Department of Transportation, Federal Aviation Administration - Direct Programs:				
Airport Improvement Program	20.106	Various	\$ -	\$ 21,925,507
COVID-19 - Airport Coronavirus Response Grant Program (ACRGP)				
Concessions	20.106	3-08-0027-071-2021	-	53,547
COVID-19 - Concessions Rent Relief Airport Rescue Grant	20.106	3-08-0027-074-2022	-	70,376
Total			<b>\$ -</b>	<b>\$ 22,049,430</b>

## Grand Junction Regional Airport Authority

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# Notes to Schedule of Expenditures of Federal Awards

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Year Ended December 31, 2024

### Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal grant activity of Grand Junction Regional Airport Authority (the "Authority") under programs of the federal government for the year ended December 31, 2024. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

### Note 2 - Summary of Significant Accounting Policies

Expenditures reported in the Schedule are reported on the same basis of accounting as the basic financial statements. Such expenditures are recognized following the cost principles contained in Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

The Authority has elected not to use the 10 percent *de minimis* indirect cost rate to recover indirect costs, as allowed under the Uniform Guidance.

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## Schedule of Findings and Questioned Costs

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**Grand Junction Regional Airport Authority**

**Schedule of Findings and Questioned Costs**

**Year Ended December 31, 2024**

**Section I - Summary of Auditor's Results**

**Financial Statements**

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? \_\_\_\_\_ Yes      X   No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? \_\_\_\_\_ Yes      X   None reported
- Noncompliance material to financial statements noted? \_\_\_\_\_ Yes      X   None reported

**Federal Awards**

Internal control over major programs:

- Material weakness(es) identified? \_\_\_\_\_ Yes      X   No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? \_\_\_\_\_ Yes      X   None reported
- Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516(a)? \_\_\_\_\_ Yes      X   No

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster	Opinion
20.106	Airport Improvement Program	Unmodified

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee?   X   Yes    \_\_\_\_\_ No

**Section II - Financial Statement Audit Findings**

**Current Year**    None

**Section III - Federal Program Audit Findings**

**Current Year**    None

Report on Compliance for the Passenger Facility Charge Program; Report on Internal Control Over Compliance as Required by the Passenger Facility Charge Audit Guide for Public Agencies

**Independent Auditor's Report**

To the Board of Directors  
Grand Junction Regional Airport Authority

**Report on Compliance for the Passenger Facility Charge Program**

***Opinion on the Passenger Facility Charge Program***

We have audited Grand Junction Regional Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration and the requirements in 14 CFR 158.63 (collectively, the "Guide") that could have a direct and material effect on the Authority's passenger facility charge program for the year ended December 31, 2024. The Authority's passenger facility charge program is identified in the schedule of passenger facility charge collections and expenditures (the "Schedule").

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program for the year ended December 31, 2024.

***Basis for Opinion on the Passenger Facility Charge Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and the requirements in 14 CFR 158.63. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's passenger facility charge program.

To the Board of Directors  
Grand Junction Regional Airport Authority

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control Over Compliance**

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the passenger facility charge program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the passenger facility charge program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the passenger facility charge program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

To the Board of Directors  
Grand Junction Regional Airport Authority

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

*Plante & Moran, PLLC*

September 16, 2025

**Grand Junction Regional Airport Authority**

**Schedule of Passenger Facility Charge Collections and Expenditures**

For the Year Ended December 31, 2024

<b>Collections</b>	<b>Date Approved</b>	<b>Amount Approved for Use</b>	<b>Cumulative Total- December 31, 2023</b>	<b>Quarter 1- January- March</b>	<b>Quarter 2 April- June</b>	<b>Quarter 3 July- September</b>	<b>Quarter 4 October- December</b>	<b>Year Ended December 31, 2024</b>	<b>Cumulative Total- December 31, 2024</b>
Passenger facility charge collections			15,374,714	225,506	277,073	276,324	278,400	1,057,303	16,432,017
Interest earned			248,224	4,332	4,805	7,641	6,753	23,531	271,754
	Total passenger facility charge collections received		15,622,938	229,837	281,879	283,965	285,153	1,080,834	16,703,772
Application 2006-07-C	March 22, 2006	15,857,760	13,032,972	765,000	73,036	-	850,000	1,688,036	14,721,008
Application 2018-08-C	February 1, 2018	11,530,025	1,616,341	-	-	-	-	-	1,616,341
	Total passenger facility charge collections expended	27,387,785	14,649,313	765,000	73,036	-	850,000	1,688,036	16,337,349

## **Grand Junction Regional Airport Authority**

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# **Notes to Schedule of Passenger Facility Charge Collections and Expenditures**

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**Year Ended December 31, 2024**

### **Note 1 - Basis of Presentation**

The accompanying schedule of passenger facility charge collections and expenditures (the "Schedule") includes agreements entered into directly between Grand Junction Regional Airport Authority (the "Authority") and the Federal Aviation Administration (FAA). The information in this schedule is prepared on the cash basis of accounting and is presented in accordance with the provisions of the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the FAA in September 2000. Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

### **Note 2 - Passenger Facility Charges**

Revenue consists of passenger facility fees and investment earnings on restricted cash related to passenger facility charges. Expenditures represent principal, which is payments made by the Authority on the revenue bonds that were used to finance the construction of certain airport improvements. Unliquidated passenger facility charges represent the net restricted cash as of year end.