

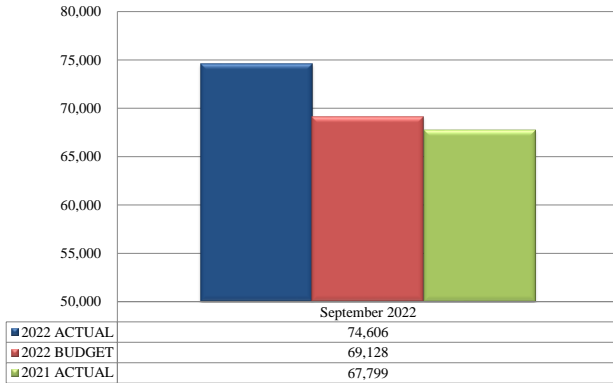
## Unaudited Monthly Financial Statements - September 2022

SEPT 2022 ACTUAL vs. AMENDED BUDGET	YTD 2022 ACTUAL vs. AMENDED BUDGET	SEPTEMBER 2022 vs. 2021	YEAR TO DATE 2022 vs. 2021
S&U TAX 7.9% ↑	S&U TAX 7.6% ↑	S&U TAX 10.0% ↑	S&U TAX 14.6% ↑
RIDERSHIP -11.6% ↓	RIDERSHIP -6.3% ↓	RIDERSHIP 13.3% ↑	RIDERSHIP 31.7% ↑
FARE REVENUE -19.9% ↓	FARE REVENUE -24.7% ↓	FARE REVENUE -17.5% ↓	FARE REVENUE -5.0% ↓

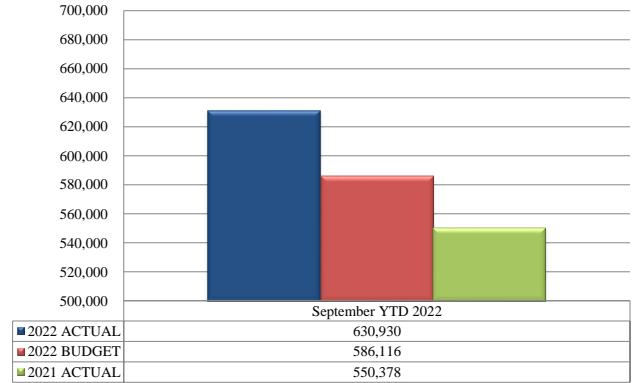
### SALES AND USE TAX SEPTEMBER 2022

(In Thousands)	2022 ACTUAL	2022 BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE TO 2021	VARIANCE % TO 2020
MONTH	74,606	69,128	5,478	7.9%	67,799	6,807	10.0%
YTD	630,930	586,116	44,814	7.6%	550,378	80,552	14.6%

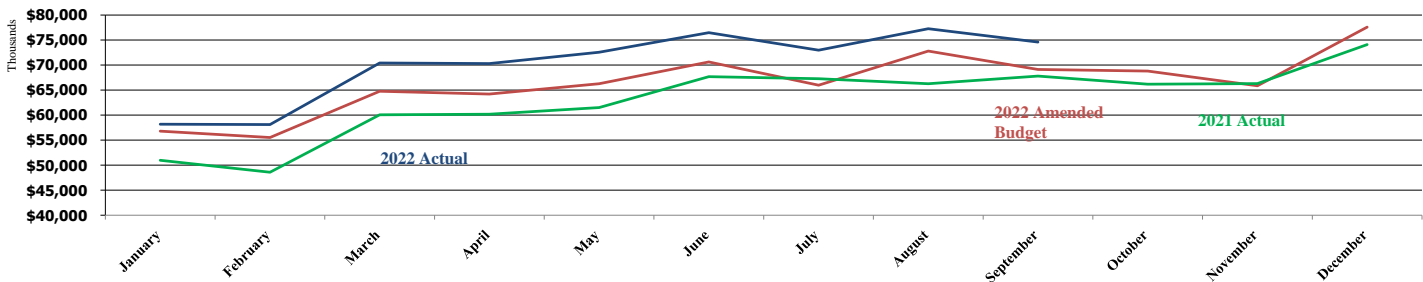
S&U TAX - SEPT 2022  
ACTUAL VS. BUDGET



S&U TAX - YTD  
ACTUAL VS. BUDGET



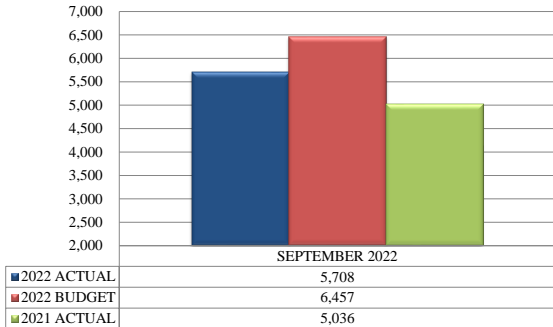
### SALES AND USE TAX TRENDS



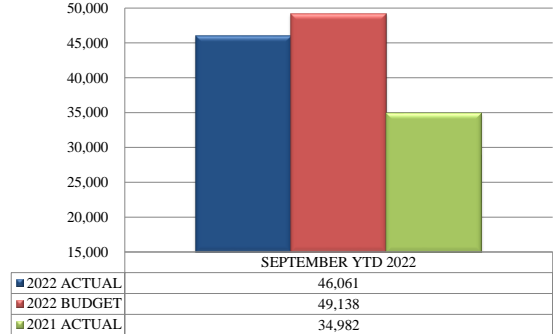
## RIDERSHIP (BOARDINGS) SEPTEMBER 2022

<i>(In Thousands)</i>	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
<b>MONTH</b>	<b>5,708</b>	<b>6,457</b>	<b>(749)</b>	<b>-11.6%</b>	<b>5,036</b>	<b>672</b>	<b>13.3%</b>
<b>YEAR TO DATE</b>	<b>46,061</b>	<b>49,138</b>	<b>(3,077)</b>	<b>-6.3%</b>	<b>34,982</b>	<b>11,079</b>	<b>31.7%</b>

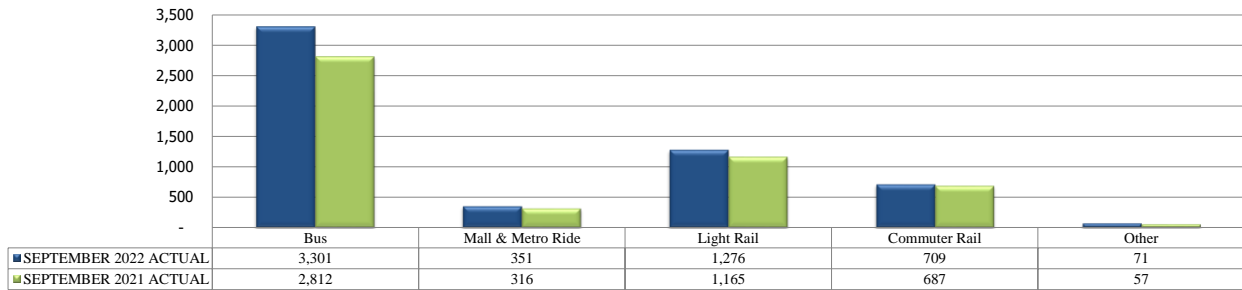
**RIDERSHIP - SEPTEMBER 2022  
ACTUAL VS. AMENDED BUDGET**



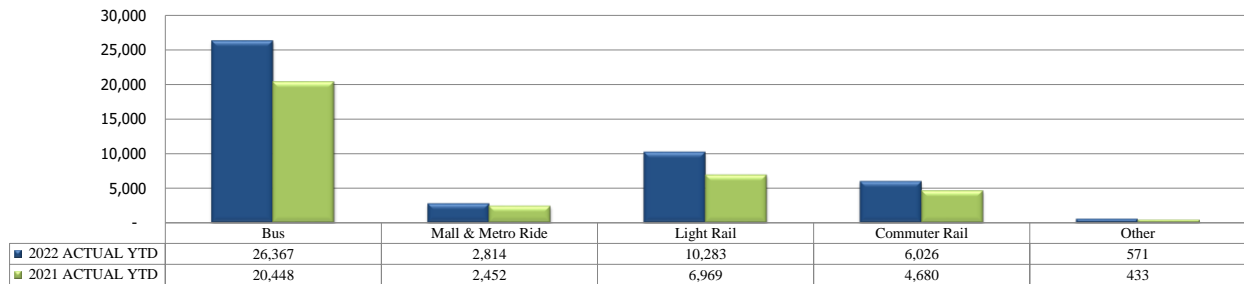
**RIDERSHIP - YTD  
ACTUAL VS. AMENDED BUDGET**



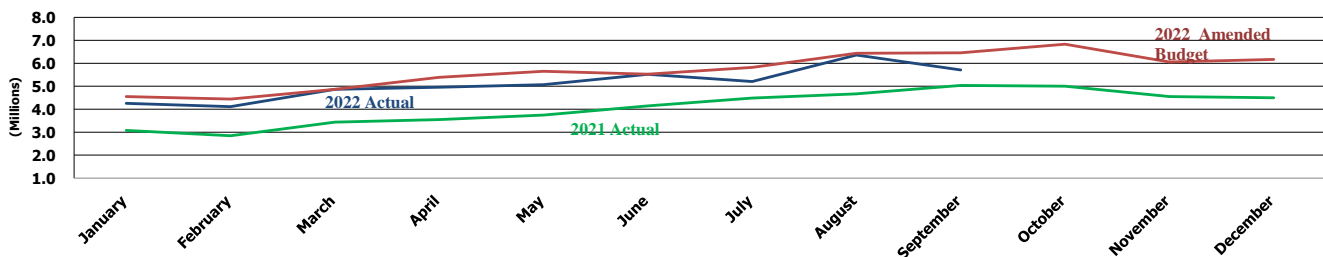
**RIDERSHIP BY TYPE - SEPTEMBER 2022**



**RIDERSHIP BY TYPE - YTD**



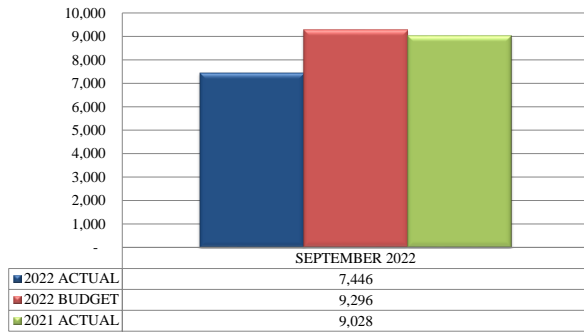
**RIDERSHIP TRENDS**



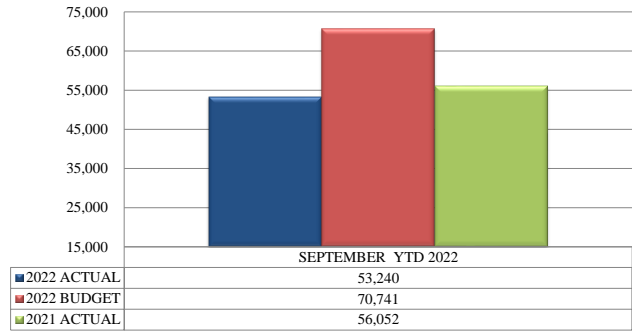
## FARE REVENUE SEPTEMBER 2022

<i>(In Thousands)</i>	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
MONTH	7,446	9,296	(1,851)	-19.9%	9,028	(1,582)	-17.5%
YEAR TO DATE	53,240	70,741	(17,501)	-24.7%	56,052	(2,812)	-5.0%

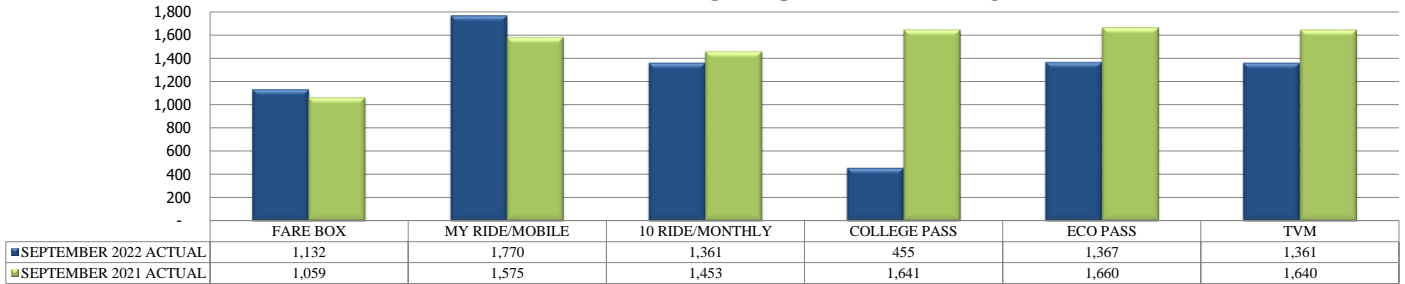
**FARE REVENUE - SEPTEMBER 2022  
ACTUAL VS. AMENDED BUDGET**



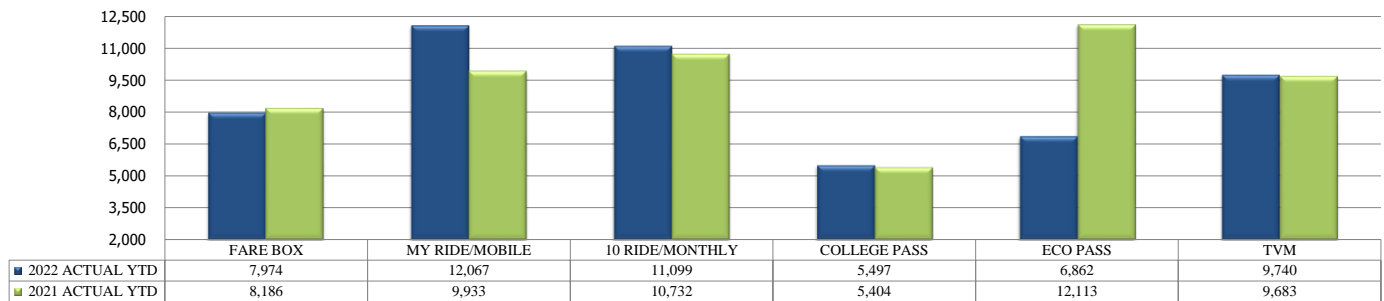
**FARE REVENUE - YTD  
ACTUAL VS. AMENDED BUDGET**



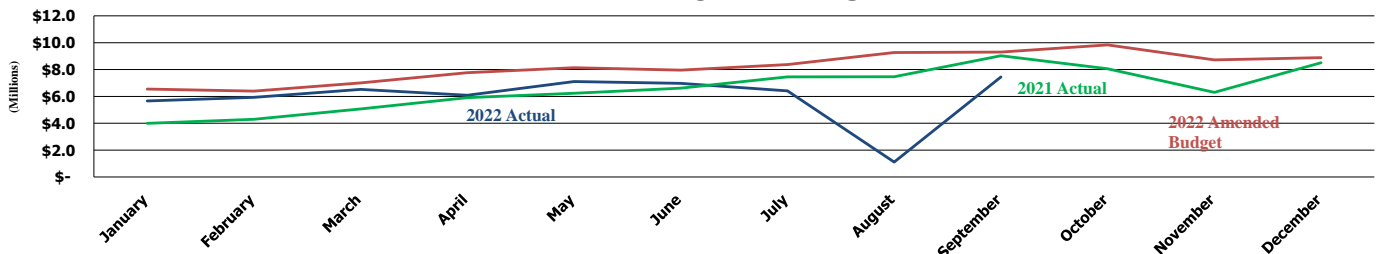
**FARE REVENUE - SEPTEMBER 2022**



**FARE REVENUE - YTD**



**FARE REVENUE TRENDS**



The N Line opened on September 21, 2020. Fares were suspended for the first week and then were only local fares through March 27, 2021. August 2022 was Zero Fare for Better Air during which no fares were collected. The Colorado Energy Office will reimburse RTD for \$7.4m which is 80% of budgeted fare revenue.



**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**SEPTEMBER 30, 2022**  
 (UNAUDITED)  
 (In Thousands)

	2022 Base System	2022 FasTracks Project	2022 FasTracks Ops	2022 Combined	Dec 31, 2021 Combined	Change
<b>ASSETS</b>						
<b>CURRENT ASSETS:</b>						
Cash & Cash Equivalents	\$ 496,151	\$ 407,548	\$ 54,736	\$ 958,435	\$ 878,645	\$ 79,790
Receivables:						
Sales Taxes	91,124	60,749	-	151,873	140,400	11,473
Grants	58,027	-	-	58,027	49,251	8,776
Other (less allowance for doubtful accts)	6,016	(589)	-	5,427	13,157	(7,730)
Total Net Receivables	155,167	60,160	-	215,327	202,808	12,519
Inventory	36,235	-	-	36,235	34,692	1,543
Restricted Debt Service/Project Funds	34,944	54,151	-	89,095	62,202	26,893
Other Assets	8,230	1,903	1,175	11,308	11,607	(299)
<b>TOTAL CURRENT ASSETS</b>	<b>730,727</b>	<b>523,762</b>	<b>55,911</b>	<b>1,310,400</b>	<b>1,189,954</b>	<b>120,446</b>
<b>NONCURRENT ASSETS:</b>						
Capital Assets:						
Land	171,181	685,997	-	857,178	857,406	(228)
Land Improvements	1,313,245	4,565,657	-	5,878,902	5,846,148	32,754
Buildings	297,354	393,553	-	690,907	689,980	927
Revenue Earning Equipment	772,163	777,612	-	1,549,775	1,356,062	193,713
Shop, Maintenance & Other Equipment	211,181	8,047	-	219,228	409,168	(189,940)
Construction in Progress	49,432	39,169	-	88,601	115,696	(27,095)
Total Capital Assets	2,814,556	6,470,035	-	9,284,591	9,274,460	10,131
Accumulated Depreciation	(1,727,339)	(1,521,470)	-	(3,248,809)	(2,992,855)	(255,954)
Net Capital Assets	1,087,217	4,948,565	-	6,035,782	6,281,605	(245,823)
TABOR Reserves	8,423	9,489	-	17,912	19,065	(1,153)
Restricted Debt Service/Debt Service Reserves	25,984	28,261	-	54,245	94,647	(40,402)
Deposits	1,504	-	-	1,504	1,500	4
<b>TOTAL NONCURRENT ASSETS</b>	<b>1,123,128</b>	<b>4,986,315</b>	<b>-</b>	<b>6,109,443</b>	<b>6,396,817</b>	<b>(287,374)</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,853,855</b>	<b>\$ 5,510,077</b>	<b>\$ 55,911</b>	<b>\$ 7,419,843</b>	<b>\$ 7,586,771</b>	<b>\$ (166,928)</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<b>\$ 29,474</b>	<b>\$ 22,524</b>	<b>\$ -</b>	<b>\$ 51,998</b>	<b>\$ 54,203</b>	<b>\$ (2,205)</b>





**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**SEPTEMBER 30, 2022**  
 (UNAUDITED)  
 (In Thousands)

	2022 Base System	2022 FasTracks Project	2022 FasTracks Ops	2022 Combined	Dec 31, 2021 Combined	Change
<b>LIABILITIES</b>						
<b>CURRENT LIABILITIES:</b>						
Accounts & Contracts Payable	\$ 34,149	\$ 7,611	\$ 4,295	\$ 46,055	\$ 54,402	\$ (8,347)
Current Portion of Long Term Debt	45,911	21,147	-	67,058	71,548	(4,490)
Accrued Compensation	24,495	-	-	24,495	25,264	(769)
Accrued Interest Payable	3,888	38,359	-	42,247	17,060	25,187
Other	18,801	2,001	-	20,802	15,484	5,318
<b>TOTAL CURRENT LIABILITIES</b>	<b>127,244</b>	<b>69,118</b>	<b>4,295</b>	<b>200,657</b>	<b>183,758</b>	<b>16,899</b>
<b>NONCURRENT LIABILITIES:</b>						
Long Term Debt	245,078	2,696,635	-	2,941,713	3,139,742	(198,029)
Other Long-Term Liabilities	-	564,863	-	564,863	558,253	6,610
Net Pension Liability	100,200	-	-	100,200	260,200	(160,000)
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>345,278</b>	<b>3,261,498</b>	<b>-</b>	<b>3,606,776</b>	<b>3,958,195</b>	<b>(351,419)</b>
<b>TOTAL LIABILITIES</b>	<b>\$ 472,522</b>	<b>\$ 3,330,616</b>	<b>\$ 4,295</b>	<b>\$ 3,807,433</b>	<b>\$ 4,141,953</b>	<b>\$ (334,520)</b>
<b>DEFERRED INFLOW OF RESOURCES</b>	<b>\$ 30,876</b>	<b>\$ 5,072</b>	<b>\$ -</b>	<b>\$ 35,948</b>	<b>\$ 36,223</b>	<b>\$ (275)</b>
<b>NET POSITION</b>						
Net Investment in Capital Assets	\$ 824,875	\$ 1,680,026	\$ -	\$ 2,504,901	\$ 2,552,419	\$ (47,518)
Restricted - Debt Service, Projects and Deferrals	35,634	82,407	-	118,041	128,322	(10,281)
Restricted - TABOR Reserves	24,617	5,220	-	29,837	25,623	4,214
Restricted - FasTracks	-	280,967	-	280,967	216,395	64,572
FasTracks Internal Savings Account (FISA)	-	148,293	-	148,293	129,304	18,989
Board Appropriated Fund	39,115	-	12,501	51,616	39,115	12,501
Capital Replacement Fund	185,000	-	12,501	197,501	12,915	184,586
Unrestricted Operating Reserve/Mgt Reserve	-	-	26,614	26,614	15,400	11,214
Unrestricted Fund	329,925	-	-	329,925	571,562	(241,637)
Net Pension Liability - Represented	(59,235)	-	-	(59,235)	(228,257)	169,022
<b>TOTAL NET POSITION</b>	<b>\$ 1,379,931</b>	<b>\$ 2,196,913</b>	<b>\$ 51,616</b>	<b>\$ 3,628,460</b>	<b>\$ 3,462,798</b>	<b>\$ 165,662</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 1,883,329</b>	<b>\$ 5,532,604</b>	<b>\$ 55,911</b>	<b>\$ 7,471,841</b>	<b>\$ 7,640,974</b>	<b>\$ (169,133)</b>



**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED**  
**September 30, 2022**  
 (UNAUDITED)  
 (In Thousands)

	YTD Base System Actual	YTD Base System Amd Budget	YTD FasTracks Project Actual	YTD FasTracks Project Amd Budget	YTD FasTracks Operations Actual	YTD FasTracks Operations Amd Budget	YTD System Wide Actual	YTD System Wide Amd Budget	\$ Favorable (Unfavorable)	% Favorable (Unfavorable)	
<b>OPERATING REVENUE:</b>											
Passenger Fares	\$ 30,704	\$ 48,811	\$ -	\$ -	\$ 22,536	\$ 21,930	53,240	70,741	(17,501)	-24.7%	
Advertising, Rent and Other	5,309	6,265	353	-	298	-	5,960	6,265	(305)	-4.9%	
Total Operating Revenue	36,013	55,076	353	-	22,834	21,930	59,200	77,006	(17,806)	-23.1%	
<b>OPERATING EXPENSES</b>											
Bus Operations	234,521	260,208	-	-	-	-	234,521	260,208	25,687	9.9%	(1)
Rail Operations	49,703	62,285	-	-	62,246	66,901	111,949	129,186	17,237	13.3%	(2)
Planning	5,517	7,247	55	269	-	-	5,572	7,516	1,944	25.9%	(3)
Capital Programs	35,581	50,766	1,458	7,344	1,090	2,587	38,129	60,697	22,568	37.2%	(4)
Administration	42,932	45,861	-	-	-	-	42,932	45,861	2,929	6.4%	(5)
General Counsel	11,343	10,631	125	191	2,439	3,150	13,907	13,972	65	0.5%	(6)
Finance	11,095	10,088	-	-	-	-	11,095	10,088	(1,007)	-10.0%	(7)
Communications	10,015	11,434	10	-	-	-	10,025	11,434	1,409	12.3%	(8)
Executive Office	6,912	5,355	-	-	-	-	6,912	5,355	(1,557)	-29.1%	(9)
Board Office	764	670	-	-	-	-	764	670	(94)	-14.0%	(10)
FasTracks Service Increase	(14,868)	(14,868)	14,868	14,868	-	-	-	-	-	0.0%	
Depreciation and Other Non-Departmental	40,749	75,112	180,191	155,445	50,252	53,636	271,192	284,193	13,001	4.6%	
Total Operating Expenses	434,264	524,789	196,707	178,117	116,027	126,274	746,998	829,180	82,182	9.9%	
<b>OPERATING INCOME/(LOSS)</b>	<b>(398,251)</b>	<b>(469,713)</b>	<b>(196,354)</b>	<b>(178,117)</b>	<b>(93,193)</b>	<b>(104,344)</b>	<b>(687,798)</b>	<b>(752,174)</b>	<b>64,376</b>	<b>8.6%</b>	
<b>NONOPERATING REVENUE (EXPENSES)</b>											
Sales & Use Tax	378,558	350,448	198,448	133,083	53,924	101,992	630,930	585,523	45,407	7.8%	
Operating Grants	254,528	76,059	363	-	50,540	-	305,431	76,059	229,372	301.6%	
Investment Income	(1,617)	-	(8,707)	-	-	-	(10,324)	-	(10,324)	0.0%	
Other Income	2,555	(6)	21,237	-	-	-	23,792	(6)	23,798	-396633.3%	
Gain/(Loss) Capital Assets	(160)	-	-	-	-	-	(160)	-	(160)	0.0%	
Interest Expense	(6,717)	(8,368)	(97,672)	(107,015)	-	-	(104,389)	(115,383)	10,994	9.5%	
Net Nonoperating Revenue (Expense)	627,147	418,133	113,669	26,068	104,464	101,992	845,280	546,193	299,087	54.8%	
<b>INCOME BEFORE CAPITAL GRANTS</b>	<b>228,896</b>	<b>(51,580)</b>	<b>(82,685)</b>	<b>(152,049)</b>	<b>11,271</b>	<b>(2,352)</b>	<b>157,482</b>	<b>(205,981)</b>	<b>363,463</b>	<b>-176.5%</b>	
Capital Grants and Local Contributions	4,148	-	4,039	-	-	-	8,187	-	8,187	0.0%	
<b>INCREASE/(DECREASE) IN NET POSITION</b>	<b>\$ 233,044</b>	<b>\$ (51,580)</b>	<b>\$ (78,646)</b>	<b>\$ (152,049)</b>	<b>\$ 11,271</b>	<b>\$ (2,352)</b>	<b>\$ 165,669</b>	<b>\$ (205,981)</b>	<b>\$ 371,650</b>	<b>-180.4%</b>	
<i>Fare Recovery Ratio</i>							7.1%	8.5%	-1.4%		

- (1) Variance is due to shortfall in staffing, lower parts and fuel and lower purchased transportation costs
- (2) Variance is due to lower parts and traction power costs as well as lower software costs and preventive maintenance campaign costs
- (3) Variance is due to several projects started which will carry over into 2023
- (4) Variance is due to several projects not yet started, ground maintenance and other repair contract savings, as well as lower-than-expected costs in Facilities Maintenance contracted services and utilities
- (5) Variance is primarily due to lower IT costs occurring from reduced expenditures for computer equipment, software and contracted technical support services
- (6) Prior months negative variances were primarily due to timing of insurance premium payments. Variance is now immaterial due to effective claims management
- (7) Variance is due to higher benefit allocations as well as timing of fare media purchases
- (8) Variance is due to lower costs from projects not undertaken for various marketing and communication initiatives as well as printing of timetables and other materials
- (9) Variance is due to increased security personnel as well as temporary coding of P-card expenses until allocation is made to the appropriate departments
- (10) Variance is due to timing of travel, special project and public event costs and is expected to meet budget by year-end



**REGIONAL TRANSPORTATION DISTRICT  
1% SALES AND USE TAX REVENUE - SYSTEM WIDE**

**September 30, 2022**

(In Thousands)

**2022 ACTUAL VS. AMENDED BUDGET**

	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	Total Year To Date
<b>Actual</b>	\$ 58,191	\$ 58,115	\$ 70,425	\$ 70,307	\$ 72,577	\$ 76,472	\$ 72,969	\$ 77,267	\$ 74,606	\$ -	\$ -	\$ -	\$ 630,930
<b>Amended Budget</b>	56,799	55,528	64,783	64,207	66,272	70,614	65,972	72,813	69,128	68,802	65,864	77,586	798,369
<b>Favorable/(Unfavorable)</b>	<b>\$ 1,392</b>	<b>\$ 2,587</b>	<b>\$ 5,643</b>	<b>\$ 6,100</b>	<b>\$ 6,306</b>	<b>\$ 5,857</b>	<b>\$ 6,997</b>	<b>\$ 4,454</b>	<b>\$ 5,479</b>				<b>\$ 44,814</b>
% Favorable/(Unfavorable) - Month	2.5%	4.7%	8.7%	9.5%	9.5%	8.3%	10.6%	6.1%	7.9%				
% Favorable/(Unfavorable) - YTD	2.5%	3.5%	5.4%	6.5%	7.2%	7.4%	7.9%	7.6%	7.6%				

**2022 VS. 2021 ACTUALS**

<b>Net Sales &amp; Use Tax Received</b>	January	February	March	April	May	June	July	August	September	October	November	December	Total
<b>2022</b>	\$ 58,191	\$ 58,115	\$ 70,425	\$ 70,307	\$ 72,577	\$ 76,472	\$ 72,969	\$ 77,267	\$ 74,606	\$ -	\$ -	\$ -	\$ 630,930
<b>2021</b>	50,966	48,590	60,070	60,174	61,503	67,700	67,289	66,286	67,799	66,196	66,302	74,098	756,974
Change from to 2020	\$ 7,225	\$ 9,525	\$10,356	\$10,133	\$11,074	\$ 8,771	\$ 5,680	\$10,981	\$ 6,807				\$ 80,552
% Increase/(Decrease) by Month vs. 2021	14.2%	19.6%	17.2%	16.8%	18.0%	13.0%	8.4%	16.6%	10.0%				
% Increase YTD vs. 2021	14.2%	16.8%	17.0%	16.9%	17.2%	16.4%	15.1%	15.3%	14.6%				

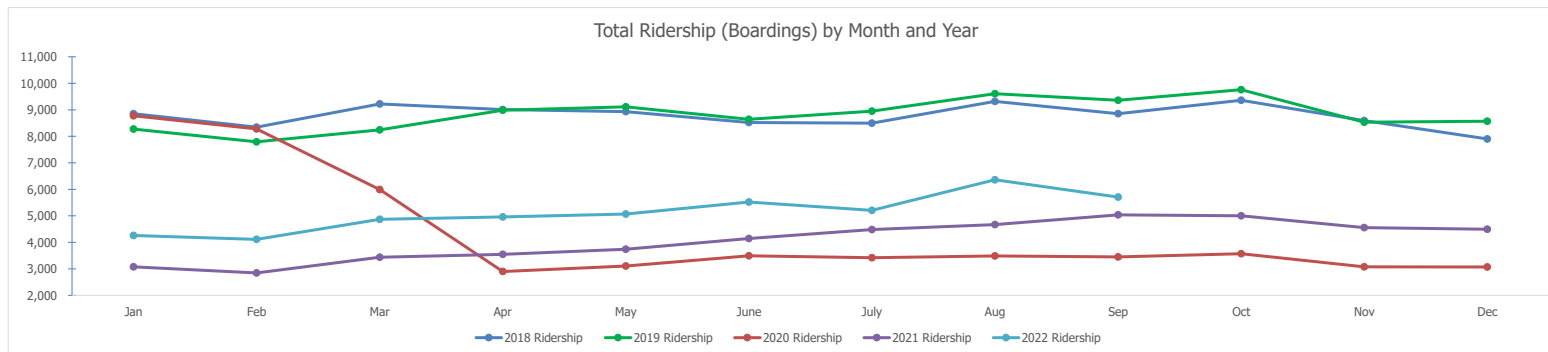


**REGIONAL TRANSPORTATION DISTRICT  
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

2022 RIDERSHIP/BOARDINGS (in Thousands)																
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	YTD 2022	YTD 2021	Change	% Change
Fixed Route	2,461	2,312	2,703	2,725	2,765	2,901	2,770	3,579	3,171				25,388	19,738	5,650	28.6%
Flatiron Flyer	63	73	87	91	83	95	85	119	108				804	570	234	41.0%
FlexRide & Special Services	15	18	21	20	19	20	18	23	21				175	140	35	25.4%
<b>Total Bus Service</b>	<b>2,540</b>	<b>2,403</b>	<b>2,810</b>	<b>2,836</b>	<b>2,867</b>	<b>3,016</b>	<b>2,873</b>	<b>3,721</b>	<b>3,301</b>	-	-	-	<b>26,367</b>	<b>20,448</b>	<b>5,919</b>	<b>28.9%</b>
C Line	-	-	-	-	-	-	-	-	-				-	29	(29)	-100.0%
D Line	172	181	207	223	212	270	230	268	256				2,019	1,314	705	53.7%
E Line	239	246	301	321	342	408	371	421	365				3,013	2,000	1,013	50.7%
F Line	-	-	-	-	-	-	-	-	-				-	-	-	0.0%
H Line	163	165	190	197	200	235	208	240	239				1,837	1,197	640	53.5%
L Line	28	25	29	29	29	34	30	36	31				270	249	21	8.4%
R Line	74	71	82	86	93	107	104	122	105				845	658	186	28.3%
W Line	197	189	227	251	256	312	280	306	281				2,298	1,521	778	51.1%
<b>Total Light Rail</b>	<b>872</b>	<b>876</b>	<b>1,037</b>	<b>1,108</b>	<b>1,133</b>	<b>1,365</b>	<b>1,223</b>	<b>1,394</b>	<b>1,276</b>	-	-	-	<b>10,283</b>	<b>6,969</b>	<b>3,314</b>	<b>47.6%</b>
A Line	387	397	505	469	498	519	521	594	499				4,389	3,489	900	25.8%
B Line	10	9	11	13	14	16	15	17	14				118	85	33	39.2%
G Line	60	59	76	84	85	100	98	115	98				776	564	211	37.4%
N Line	62	56	74	81	82	93	91	106	99				743	542	201	37.1%
<b>Total Commuter Rail</b>	<b>518</b>	<b>521</b>	<b>666</b>	<b>647</b>	<b>678</b>	<b>729</b>	<b>724</b>	<b>832</b>	<b>709</b>	-	-	-	<b>6,026</b>	<b>4,680</b>	<b>1,346</b>	<b>28.8%</b>
Access-a-Ride	37	38	46	44	44	44	42	52	46				394	313	82	26.2%
Access-a-Cab	4	4	5	4	4	3	3	4	3				35	61	(26)	-43.0%
Access-on-Demand	1	2	4	5	6	7	6	12	11				55	2	53	2658.2%
Vanpool	9	8	9	10	9	11	11	10	10				87	57	30	51.8%
<b>Total Revenue Service</b>	<b>3,981</b>	<b>3,852</b>	<b>4,576</b>	<b>4,655</b>	<b>4,742</b>	<b>5,175</b>	<b>4,883</b>	<b>6,026</b>	<b>5,357</b>	-	-	-	<b>43,247</b>	<b>32,530</b>	<b>10,717</b>	<b>32.9%</b>
Mall Shuttle	276	260	292	301	326	347	326	334	351				2,814	2,452	362	14.7%
MetroRide	-	-	-	-	-	-	-	-	-				-	-	-	0.0%
<b>Total Non-Revenue Services</b>	<b>276</b>	<b>260</b>	<b>292</b>	<b>301</b>	<b>326</b>	<b>347</b>	<b>326</b>	<b>334</b>	<b>351</b>	-	-	-	<b>2,814</b>	<b>2,452</b>	<b>362</b>	<b>14.7%</b>
<b>Total System</b>	<b>4,258</b>	<b>4,112</b>	<b>4,868</b>	<b>4,956</b>	<b>5,068</b>	<b>5,522</b>	<b>5,209</b>	<b>6,360</b>	<b>5,708</b>	-	-	-	<b>46,061</b>	<b>34,982</b>	<b>11,079</b>	<b>31.7%</b>

2022 % Change from 2021 by Month	38.3%	44.5%	41.6%	39.8%	35.4%	33.2%	16.2%	36.2%	13.3%								31.7%	
2022 % Change from 2020 by Month	-51.5%	-50.3%	-18.7%	70.9%	63.1%	58.1%	52.3%	82.4%	65.6%									7.4%
2022 % Change from 2019 by Month	-48.5%	-47.2%	-40.9%	-44.8%	-44.4%	-36.1%	-41.8%	-33.8%	-39.0%									-41.7%

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2018 Ridership	8,849	8,348	9,220	9,009	8,931	8,519	8,496	9,314	8,850	9,360	8,591	7,901	105,388
2019 Ridership	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,358	9,759	8,534	8,568	105,824
2020 Ridership	8,775	8,281	5,991	2,899	3,107	3,492	3,419	3,488	3,448	3,572	3,075	3,070	52,617
2021 Ridership	3,078	2,845	3,438	3,546	3,742	4,146	4,482	4,669	5,036	5,001	4,553	4,497	49,033
2022 Ridership	4,258	4,112	4,868	4,956	5,068	5,522	5,209	6,360	5,708				46,061

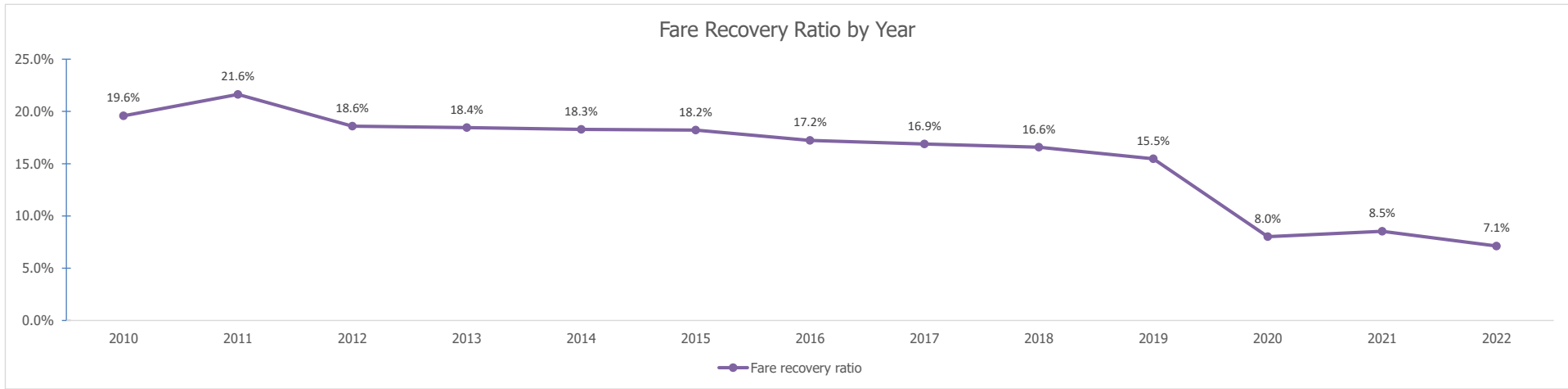






**REGIONAL TRANSPORTATION DISTRICT  
FARE RECOVERY RATIO  
September 30, 2022**

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Fare revenue (in thousands)	97,942	108,497	112,929	117,841	120,497	120,530	134,622	140,217	143,231	154,390	76,265	78,923	53,240
Operating Expenses (in thousands)	500,287	501,611	607,277	638,737	659,102	661,355	781,611	830,534	864,158	998,031	951,508	925,110	746,998
Fare recovery ratio	19.6%	21.6%	18.6%	18.4%	18.3%	18.2%	17.2%	16.9%	16.6%	15.5%	8.0%	8.5%	7.1%



**Notes:**  
2020: COVID-19 significantly decreased ridership beginning in March 2020. Fares were suspended April-June 2020.



**REGIONAL TRANSPORTATION DISTRICT  
FASTRACKS INTERNAL SAVINGS ACCOUNT (FISA)**  
(In Thousands)

**2022 AMENDED BUDGET**

	Risk Level	Actual				2022 Budget	Estimated 2023-2027 MTFP	Estimated 2028-2030	Estimated 2031-2040	Total
		2013-2019	2020	2021	2013-2021					
<b>IDENTIFIED SOURCES:</b>										
Limit Fastracks funding increases for bus and paratransit expansion to CPI	Medium	\$ 49,484	\$ 15,441	\$ 17,658	\$ 82,583	\$ 18,989	\$ 108,763	\$ 72,076	\$ 273,651	\$ 556,062
<del>Reduce Fastracks Minimum Unrestricted Fund Balance from \$150 million</del>	<del>Medium</del>	-	-	-	-	-	-	-	-	-
Reduce Fastracks Operating and Maintenance Fund Balance from 3 to 2 months	Medium	-	-	-	-	-	-	-	-	-
Defer the Union Pacific Railroad (UPRR) relocation for the SW Corridor Extension	Low	9,000	-	-	9,000	-	-	-	-	9,000
Achieve project underruns on Fastracks projects currently under contract <sup>1</sup>	Low	40,804	15,500	-	56,304	-	-	-	-	56,304
Sales and lease opportunities for all RTD properties <sup>2</sup>	Low	14,078	601	-	14,679	-	-	-	-	14,679
Request local financial participation in projects above the current 2.5%	Low	22,179	-	-	22,179	-	-	-	-	22,179
Restore FISA drawdowns for operations between 2031-2040 <sup>3</sup>	Low	-	-	-	-	-	16,601	-	-	16,601
Fastracks sales and use tax collections above adopted budget <sup>4</sup>	Low	3,207	-	-	3,207	-	-	-	-	3,207
<del>Sales tax audit/parity</del>	<del>Low</del>	-	-	-	-	-	-	-	-	-
<b>Total Sources</b>		<b>138,752</b>	<b>31,542</b>	<b>17,658</b>	<b>187,952</b>	<b>18,989</b>	<b>108,763</b>	<b>88,677</b>	<b>273,651</b>	<b>678,032</b>
<b>IDENTIFIED USES:</b>										
US36 Project draws <sup>1</sup>		(2,149)	(103)	(3,877)	(6,129)	-	-	(33,304)	-	(39,433)
North Metro Project draws		(22,338)	-	-	(22,338)	-	-	-	-	(22,338)
Southeast Rail Extension (SERE) Project draws		(22,179)	-	-	(22,179)	-	-	-	-	(22,179)
Debt service and operations funding <sup>1,3</sup>		(2)	-	-	(2)	-	(60,746)	-	-	(60,748)
2021/2022 Northwest Rail Study		-	-	(8,000)	(8,000)	-	-	-	-	(8,000)
<b>Total Uses</b>		<b>(46,668)</b>	<b>(103)</b>	<b>(11,877)</b>	<b>(58,648)</b>	<b>-</b>	<b>(60,746)</b>	<b>(33,304)</b>	<b>-</b>	<b>(152,698)</b>
<b>Net Sources and Uses</b>		<b>\$ 92,084</b>	<b>\$ 31,439</b>	<b>\$ 5,781</b>	<b>\$ 129,304</b>	<b>\$ 18,989</b>	<b>\$ 48,017</b>	<b>\$ 55,373</b>	<b>\$ 273,651</b>	<b>\$ 525,334</b>
<b>Fastracks Internal Savings Account Balance</b>		<b>\$ 92,084</b>	<b>\$ 123,523</b>	<b>\$ 129,304</b>	<b>\$ 129,304</b>	<b>\$ 148,293</b>	<b>\$ 196,310</b>	<b>\$ 251,683</b>	<b>\$ 525,334</b>	<b>\$ 525,334</b>

<sup>1</sup> Includes approved changes from 2020-2025 Midterm Financial Plan adopted in October 2019 and Long Range Plan adopted in October 2018, plus changes proposed in 2020 Amended Budget.

<sup>2</sup> Sale of Civic Center air rights for \$8,063 less \$2,500 cost of NAMS study - these are Base System funds; plus Fort Lupton property sale of \$4,096; plus Alameda property sale of \$5,140, plus Montbello property sale of \$601

<sup>3</sup> The Long Range Financial Plan adopted in 2018 restores funds drawn from the FISA for operations and debt service to the FISA to the extent of available funding in Fastracks.

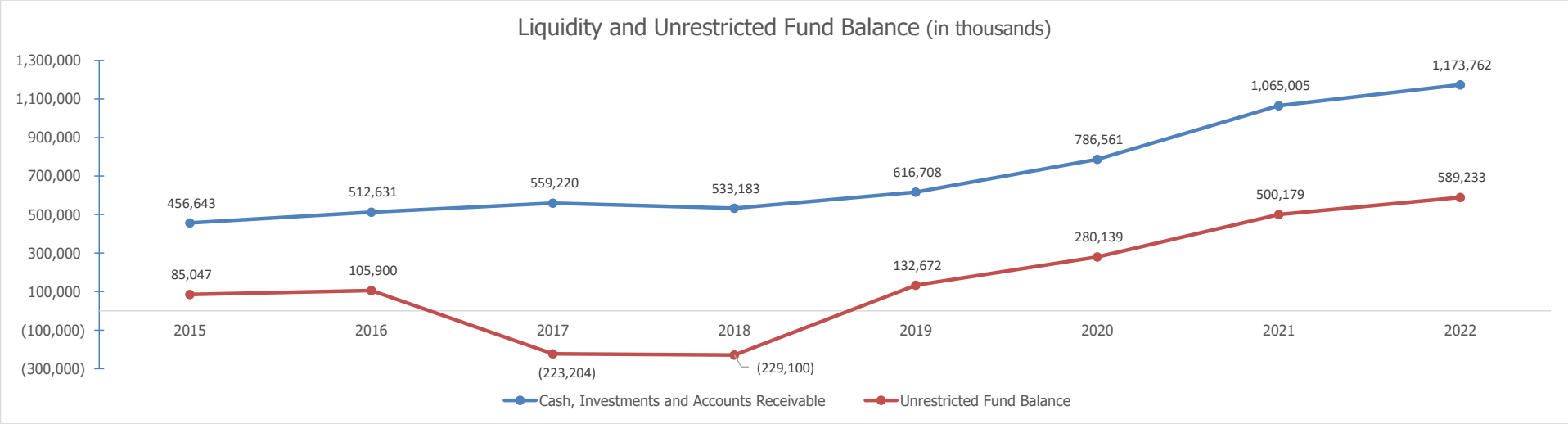
<sup>4</sup> The transfer of Fastracks sales and use tax revenues in excess of the annual adopted budget to the FISA was approved by the Board in October 2016.





**REGIONAL TRANSPORTATION DISTRICT  
LIQUIDITY AND FUND BALANCES  
September 30, 2022**  
(In Thousands)

	2015	2016	2017	2018	2019	2020	2021	2022
Cash, Investments and Accounts Receivable	456,643	512,631	559,220	533,183	616,708	786,561	1,065,005	1,173,762
Unrestricted Fund Balance	85,047	105,900	(223,204)	(229,100)	132,672	280,139	500,179	589,233



Note: the Unrestricted Fund Balance excludes FasTracks "restricted" balances which are reserved only for FasTracks