



MONTHLY FINANCIAL STATUS SEPTEMBER 2017

To: Dave Genova, General Manager and CEO
 From: Heather McKillop, Chief Financial Officer
 Date: November 14, 2017

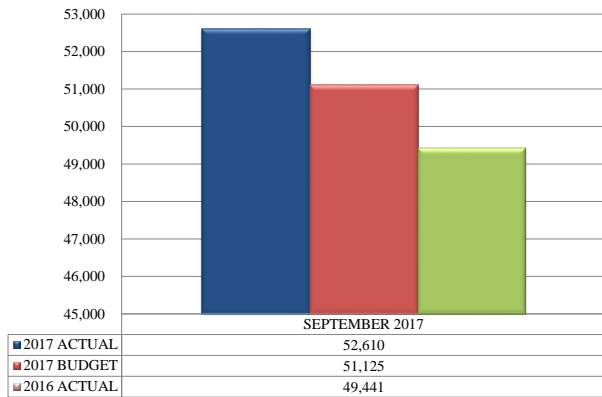
| ACTION | DISCUSSION | INFO |
|--------|------------|------|
| | | x |

| SEPTEMBER 2017 ACTUAL VS. BUDGET | YTD 2017 ACTUAL VS. BUDGET | SEPTEMBER 2017 VS. 2016 | YEAR TO DATE 2017 VS. 2016 |
|--|----------------------------------|----------------------------|-------------------------------|
| S&U TAX 2.9% ↑ | S&U TAX 2.7% ↑ | S&U TAX 6.4% ↑ | S&U TAX 6.4% ↑ |
| RIDERSHIP -9.9% ↓ | RIDERSHIP -4.9% ↓ | RIDERSHIP -4.4% ↓ | RIDERSHIP -1.5% ↓ |
| FARE REVENUE -8.9% ↓ | FARE REVENUE -0.6% ↓ | FARE REVENUE -3.9% ↓ | FARE REVENUE 5.6% ↑ |

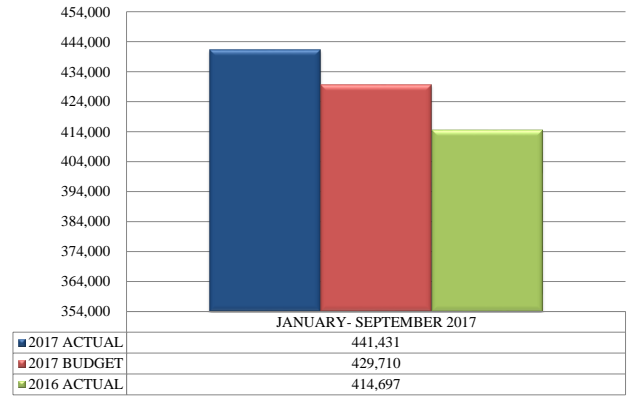
SALES AND USE TAX SEPTEMBER 2017

| (In Thousands) | 2017 | | VARIANCE | VARIANCE % | 2016 | | VARIANCE TO 2016 | VARIANCE % |
|----------------|---------|---------|----------|------------|---------|--------|---------------------|---------------|
| | ACTUAL | BUDGET | | | ACTUAL | | | |
| MONTH | 52,610 | 51,125 | 1,485 | 2.9% | 49,441 | 3,169 | 6.4% | |
| YTD | 441,431 | 429,710 | 11,721 | 2.7% | 414,697 | 26,734 | 6.4% | |

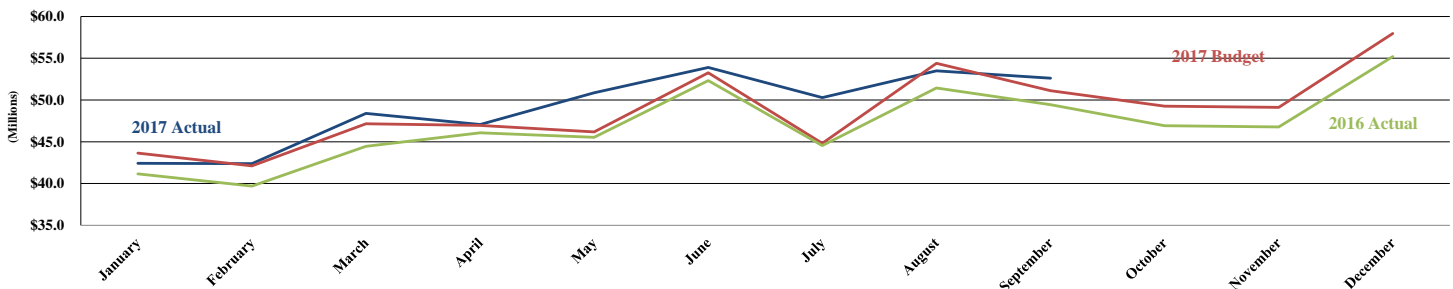
**S&U TAX - SEPTEMBER 2017
ACTUAL VS. BUDGET**



**S&U TAX - YTD
ACTUAL VS. BUDGET**



SALES AND USE TAX TRENDS

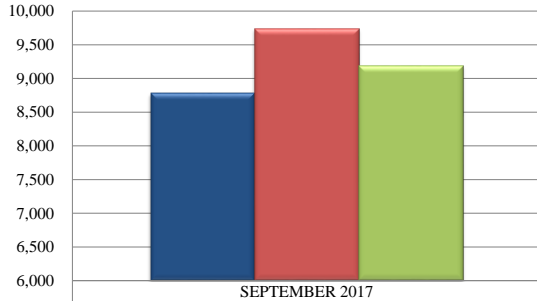




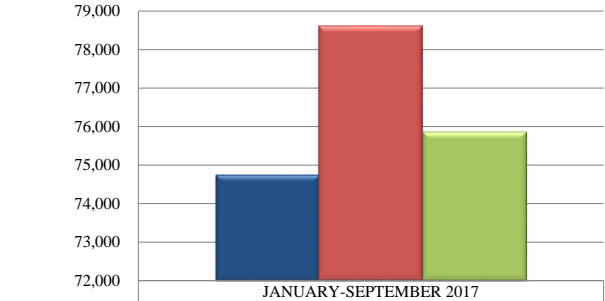
RIDERSHIP SEPTEMBER 2017

| <i>(In Thousands)</i> | 2017 ACTUAL | 2017 BUDGET | VARIANCE | VARIANCE % | 2016 ACTUAL | VARIANCE % to 2016 |
|-----------------------|----------------|----------------|----------|------------|----------------|-----------------------|
| MONTH | 8,782 | 9,742 | (960) | -9.9% | 9,183 | -4.4% |
| YEAR TO DATE | 74,753 | 78,616 | (3,863) | -4.9% | 75,864 | -1.5% |

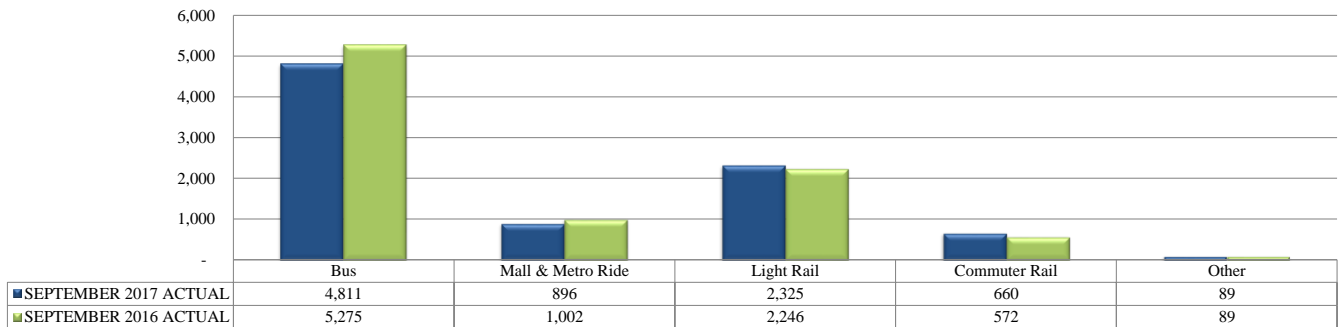
RIDERSHIP - SEPT 2017 ACTUAL VS. BUDGET



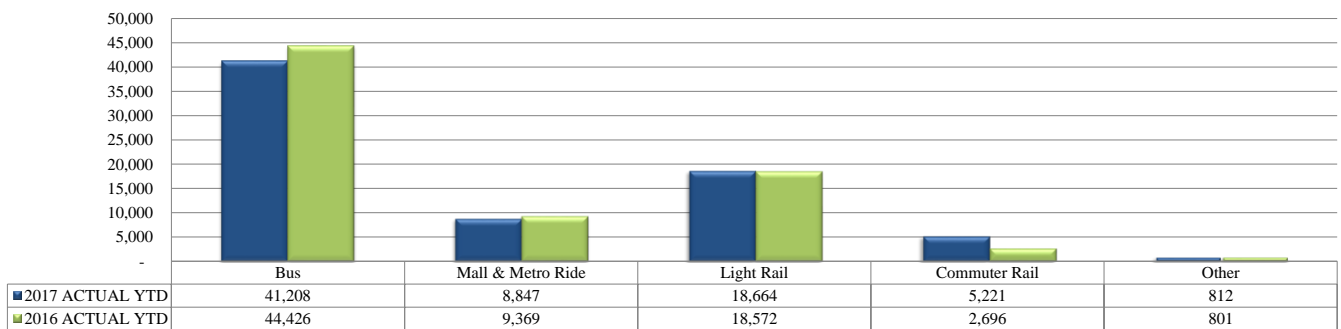
RIDERSHIP - YTD ACTUAL VS. BUDGET



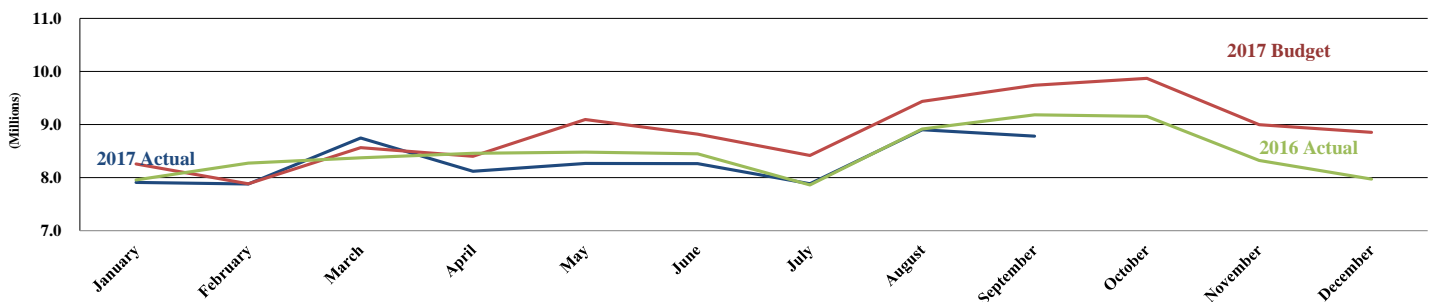
RIDERSHIP BY TYPE - SEPTEMBER 2017



RIDERSHIP BY TYPE - YTD



RIDERSHIP TRENDS



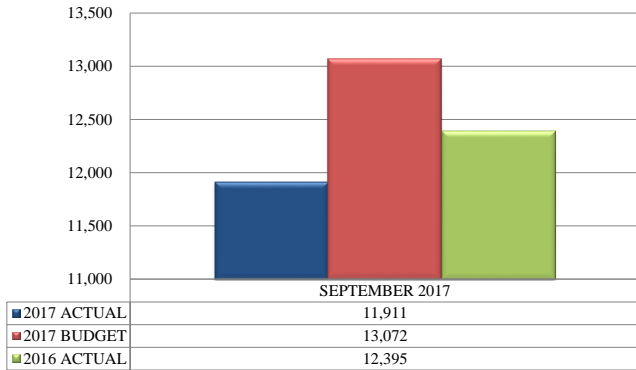
*Service began 4/22/2016
**Service began 7/25/2016



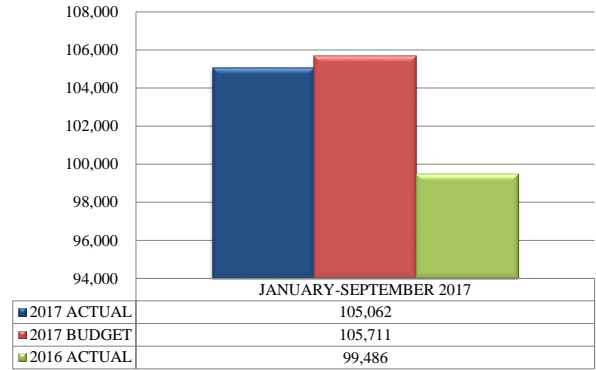
FARE REVENUE SEPTEMBER 2017

| <i>(In Thousands)</i> | 2017 ACTUAL | 2017 BUDGET | VARIANCE | VARIANCE % | 2016 ACTUAL | VARIANCE % to 2016 |
|-----------------------|----------------|----------------|----------|------------|----------------|-----------------------|
| MONTH | 11,911 | 13,072 | (1,162) | -8.9% | 12,395 | -3.9% |
| YEAR TO DATE | 105,062 | 105,711 | (648) | -0.6% | 99,486 | 5.6% |

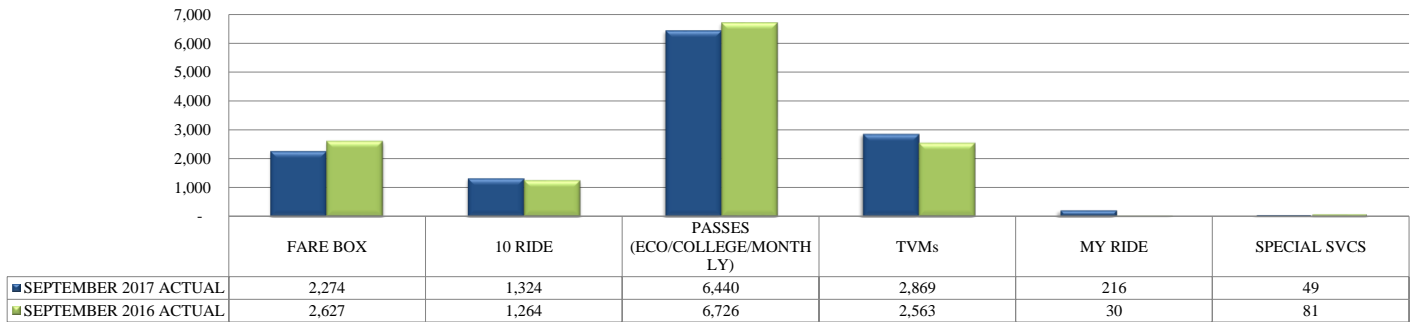
FARE REVENUE - SEPT 2017 ACTUAL VS. BUDGET



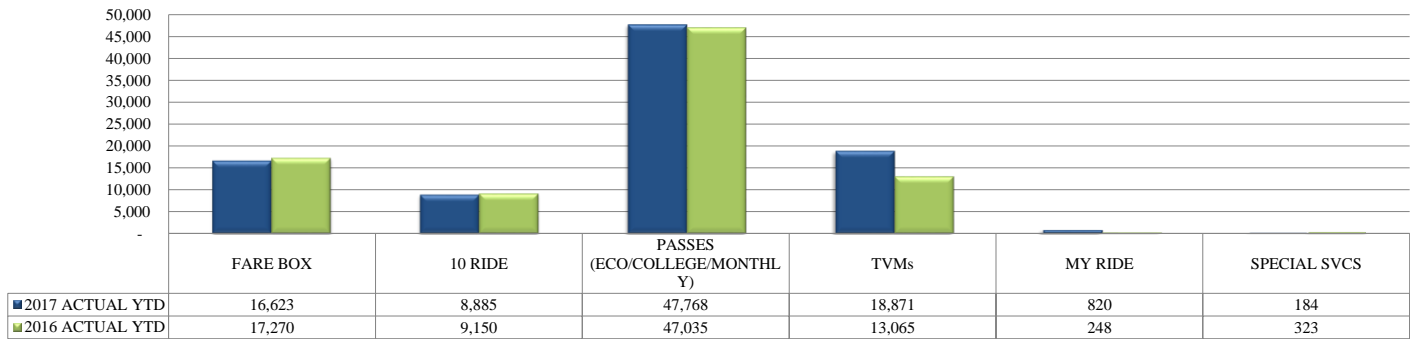
FARE REVENUE - YTD ACTUAL VS. BUDGET



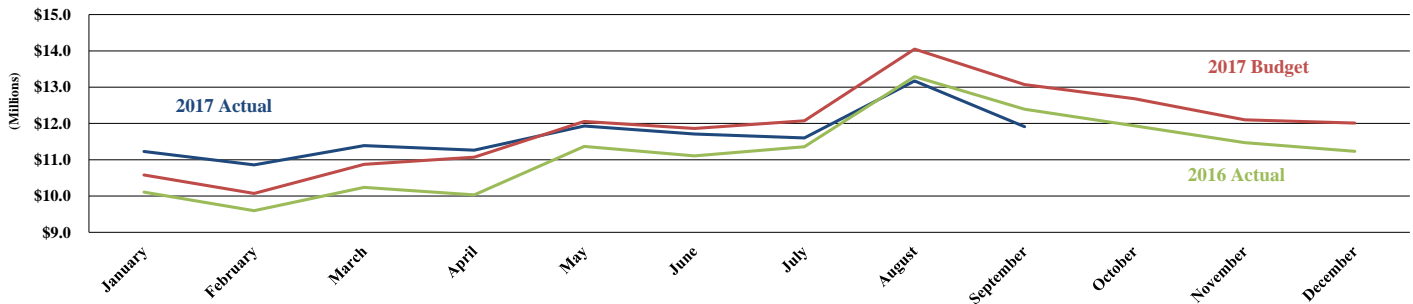
FARE REVENUE - SEPTEMBER 2017



FARE REVENUE - YTD



FARE REVENUE TRENDS





REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED
SEPTEMBER 30, 2017
(UNAUDITED)
(In Thousands)

| | 2017 Base System | 2017 FasTracks Project | 2017 FasTracks Ops | 2017 Combined | December 31, 2016 Combined | Change | |
|---|---------------------|---------------------------|-----------------------|---------------------|-------------------------------|------------------|-----|
| ASSETS | | | | | | | |
| CURRENT ASSETS: | | | | | | | |
| Cash & Cash Equivalents | \$ 83,454 | \$ 197,947 | \$ 30,092 | \$ 311,493 | \$ 295,060 | \$ 16,433 | |
| Receivables: | | | | | | | |
| Sales Taxes | 64,103 | 42,736 | - | 106,839 | 101,978 | 4,861 | |
| Grants | 12,595 | 6,440 | - | 19,035 | 94,462 | (75,427) | (1) |
| Other (less allowance for doubtful accts) | 11,016 | 10,025 | 499 | 21,540 | 21,130 | 410 | |
| Total Net Receivables | 87,714 | 59,201 | 499 | 147,414 | 217,570 | (70,156) | |
| Inventory | 33,842 | - | - | 33,842 | 34,011 | (169) | |
| Restricted Debt Service/Project Funds | 94,687 | 366,112 | - | 460,799 | 493,001 | (32,202) | (2) |
| Other Assets | 4,691 | 7,525 | 278 | 12,494 | 13,642 | (1,148) | |
| TOTAL CURRENT ASSETS | 304,388 | 630,785 | 30,869 | 966,042 | 1,053,284 | (87,242) | |
| NONCURRENT ASSETS: | | | | | | | |
| Capital Assets: | | | | | | | |
| Land | 172,258 | 429,656 | - | 601,914 | 584,328 | 17,586 | |
| Land Improvements | 1,310,143 | 2,579,676 | - | 3,889,819 | 3,404,522 | 485,297 | |
| Buildings | 264,474 | 339,765 | - | 604,239 | 606,801 | (2,562) | |
| Revenue Earning Equipment | 681,571 | 593,317 | - | 1,274,888 | 1,137,735 | 137,153 | |
| Shop, Maintenance & Other Equipment | 185,594 | 3,894 | - | 189,488 | 261,265 | (71,777) | |
| Construction in Progress | 166,276 | 1,723,647 | - | 1,889,923 | 2,165,883 | (275,960) | |
| Total Capital Assets | 2,780,316 | 5,669,955 | - | 8,450,271 | 8,160,534 | 289,737 | |
| Accumulated Depreciation | (1,309,196) | (411,209) | - | (1,720,405) | (1,558,514) | (161,891) | |
| Net Capital Assets | 1,471,120 | 5,258,746 | - | 6,729,866 | 6,602,020 | 127,846 | |
| TABOR Reserves | 14,070 | 7,278 | - | 21,348 | 21,146 | 202 | |
| Restricted Debt Service/Debt Service Reserves | 27,037 | 59,724 | - | 86,761 | 91,922 | (5,161) | |
| Deposits | 1,501 | - | - | 1,501 | 1,500 | 1 | |
| TOTAL NONCURRENT ASSETS | 1,513,728 | 5,325,748 | - | 6,839,476 | 6,716,588 | 122,888 | |
| TOTAL ASSETS | \$ 1,818,116 | \$ 5,956,533 | \$ 30,869 | \$ 7,805,518 | \$ 7,769,872 | \$ 35,646 | |
| DEFERRED OUTFLOW OF RESOURCES | \$ 85,757 | \$ 30,646 | \$ - | \$ 116,403 | \$ 107,526 | \$ 8,877 | |
| (1) Decrease due to grant collections, primarily the FFGA (2) Change primarily due to DUSPA bond refunding | | | | | | | |



**REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED**

SEPTEMBER 30, 2017

(UNAUDITED)

(In Thousands)

| | 2017 Base System | 2017 FasTracks Project | 2017 FasTracks Ops | 2017 Combined | December 31, 2016 Combined | Change | |
|---|---------------------|---------------------------|-----------------------|---------------------|-------------------------------|--------------------|-----|
| LIABILITIES | | | | | | | |
| CURRENT LIABILITIES: | | | | | | | |
| Accounts & Contracts Payable | \$ 66,516 | \$ 24,247 | \$ 2,795 | \$ 93,558 | \$ 105,276 | \$ (11,718) | (3) |
| Current Portion of Long Term Debt | 58,520 | 3,775 | - | 62,295 | 60,275 | 2,020 | |
| Accrued Compensation | 25,202 | - | - | 25,202 | 21,705 | 3,497 | |
| Accrued Interest Payable | 7,665 | 44,755 | - | 52,420 | 22,115 | 30,305 | |
| Other | 30,813 | 1,459 | 430 | 32,702 | 28,926 | 3,776 | (4) |
| TOTAL CURRENT LIABILITIES | 188,716 | 74,236 | 3,225 | 266,177 | 238,297 | 27,880 | |
| NONCURRENT LIABILITIES: | | | | | | | |
| Long Term Debt | 573,300 | 2,910,643 | - | 3,483,943 | 3,554,333 | (70,390) | (5) |
| Other Long-Term Liabilities | 72 | 388,352 | - | 388,424 | 366,695 | 21,729 | (6) |
| Net Pension Liability | 390,058 | - | - | 390,058 | 390,058 | - | |
| TOTAL NONCURRENT LIABILITIES | 963,430 | 3,298,995 | - | 4,262,425 | 4,311,086 | (48,661) | |
| TOTAL LIABILITIES | \$ 1,152,146 | \$ 3,373,231 | \$ 3,225 | \$ 4,528,602 | \$ 4,549,383 | \$ (20,781) | |
| DEFERRED INFLOW OF RESOURCES | \$ 5,156 | \$ 336 | \$ - | \$ 5,492 | \$ 5,764 | \$ (272) | |
| NET POSITION | | | | | | | |
| Net Investment in Capital Assets | \$ 916,710 | \$ 2,630,769 | \$ - | \$ 3,547,479 | \$ 3,461,953 | \$ 85,526 | |
| Restricted - Debt Service, Projects and Deferrals | 52,437 | 169,705 | - | 222,142 | 144,063 | 78,079 | |
| Restricted - TABOR Reserves | 14,259 | 5,313 | 2,963 | 22,535 | 21,609 | 926 | |
| Restricted - FasTracks | - | (276,344) | - | (276,344) | (150,225) | (126,119) | (7) |
| FasTracks Internal Savings Account (FISA) | - | 49,428 | - | 49,428 | 43,556 | 5,872 | |
| Assets Held for Sale | - | 1,655 | - | 1,655 | 1,655 | - | |
| Board Appropriated Fund | 17,400 | 5,732 | 8,227 | 31,359 | 10,400 | 20,959 | |
| Capital Replacement Fund | 2,700 | 5,732 | 8,227 | 16,659 | - | 16,659 | |
| Unrestricted Operating Reserve/Mgt Reserve | 9,700 | 15,890 | - | 25,590 | - | 25,590 | |
| Unrestricted Fund | 46,345 | 5,732 | 8,227 | 60,304 | 102,220 | (41,916) | |
| Net Pension Liability - Represented | (312,980) | - | - | (312,980) | (312,980) | - | |
| TOTAL NET POSITION | \$ 746,571 | \$ 2,613,612 | \$ 27,644 | \$ 3,387,827 | \$ 3,322,251 | \$ 65,576 | |
| TOTAL LIABILITIES & NET POSITION | \$ 1,903,873 | \$ 5,987,182 | \$ 30,869 | \$ 7,921,921 | \$ 7,877,398 | \$ 44,523 | |

(3) Decrease due to 2016 year-end invoices being settled

(4) Increase due to unearned revenue recognized on college and Eco passes

(5) Decrease due to DUSPA bond refunding

(6) Increase due to Eagle P3 concession agreement earned value

(7) Decrease due to additional FasTracks earned value that will be paid in future years



STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED

SEPTEMBER 30, 2017

(UNAUDITED)

(In Thousands)

| | YTD Base System Actual | YTD Base System Budget | YTD FasTracks Project Actual | YTD FasTracks Project Budget | YTD FasTracks Operations Actual | YTD FasTracks Operations Budget | YTD System Wide Actual | YTD System Wide Budget | \$ Favorable (Unfavorable) | % Favorable (Unfavorable) |
|--|---------------------------------|---------------------------------|---------------------------------------|---------------------------------------|--|--|---------------------------------|---------------------------------|----------------------------------|---------------------------------|
| OPERATING REVENUE: | | | | | | | | | | |
| Passenger Fares | \$ 89,150 | \$ 84,736 | \$ - | \$ - | \$ 15,912 | \$ 20,975 | 105,062 | 105,711 | (649) | -0.6% |
| Advertising, Rent and Other | 4,646 | 4,456 | - | - | 592 | - | 5,238 | 4,456 | 782 | 17.5% |
| Total Operating Revenue | 93,796 | 89,192 | - | - | 16,504 | 20,975 | 110,300 | 110,167 | 133 | 0.1% |
| OPERATING EXPENSES | | | | | | | | | | |
| Bus Operations | 210,909 | 215,979 | - | - | 61 | 972 | 210,970 | 216,951 | 5,981 | 2.8% (1) |
| Rail Operations | 41,472 | 49,789 | - | - | 25,419 | 30,517 | 66,891 | 80,306 | 13,415 | 16.7% (2) |
| Planning | 2,299 | 8,063 | 349 | 1,166 | - | - | 2,648 | 9,229 | 6,581 | 71.3% (3) |
| Capital Programs | 28,100 | 38,378 | 19,606 | 29,018 | - | - | 47,706 | 67,396 | 19,690 | 29.2% (4) |
| Safety, Security and Asset Management | 14,998 | 16,883 | - | - | 2,888 | 4,671 | 17,886 | 21,554 | 3,668 | 17.0% (5) |
| General Counsel | 12,680 | 9,429 | 155 | 143 | - | - | 12,835 | 9,572 | (3,263) | -34.1% (6) |
| Finance and Administration | 29,931 | 38,856 | 339 | 280 | - | - | 30,270 | 39,136 | 8,866 | 22.7% (7) |
| Communications | 8,551 | 10,221 | 54 | 370 | 486 | 1,740 | 9,091 | 12,331 | 3,240 | 26.3% (8) |
| Executive Office | 4,627 | 4,903 | - | - | - | - | 4,627 | 4,903 | 276 | 5.6% |
| Board Office | 590 | 1,003 | - | - | - | - | 590 | 1,003 | 413 | 41.2% (9) |
| FasTracks Service Increase | (13,390) | (13,390) | 13,390 | 13,390 | - | - | - | - | - | 0.0% |
| Depreciation and Other Non-Departmental | 71,791 | 74,845 | 105,101 | 121,829 | 294 | 667 | 177,186 | 197,341 | 20,155 | 10.2% |
| Total Operating Expenses | 412,558 | 454,959 | 138,994 | 166,196 | 29,148 | 38,567 | 580,700 | 659,722 | 79,022 | 12.0% |
| OPERATING INCOME/(LOSS) | (318,762) | (365,767) | (138,994) | (166,196) | (12,644) | (17,592) | (470,400) | (549,555) | 79,155 | 14.4% |
| NONOPERATING REVENUE (EXPENSES) | | | | | | | | | | |
| Sales & Use Tax | 264,859 | 257,826 | 152,721 | 118,503 | 23,851 | 53,381 | 441,431 | 429,710 | 11,721 | 2.7% |
| Operating Grants | 63,980 | 66,023 | 3,358 | 8,316 | - | - | 67,338 | 74,339 | (7,001) | -9.4% |
| Investment Income | 2,229 | 990 | 59,836 | 2,158 | - | - | 62,065 | 3,148 | 58,917 | 1871.6% |
| Other Income | 1,721 | 2,329 | 6,160 | 6,166 | - | (49) | 7,881 | 8,446 | (565) | -6.7% |
| Gain/(Loss) Capital Assets | 92 | - | - | - | - | - | 92 | - | 92 | 0.0% |
| Interest Expense | (16,676) | (15,837) | (66,314) | (81,022) | - | - | (82,990) | (96,859) | 13,869 | 14.3% |
| Net Nonoperating Revenue (Expense) | 316,205 | 311,331 | 155,761 | 54,121 | 23,851 | 53,332 | 495,817 | 418,784 | 77,033 | 18.4% |
| INCOME BEFORE CAPITAL GRANTS | (2,557) | (54,436) | 16,767 | (112,075) | 11,207 | 35,740 | 25,417 | (130,771) | 156,188 | -119.4% |
| Capital Grants and Local Contributions | 11,469 | 36,021 | 28,592 | 227,557 | - | - | 40,061 | 263,578 | (223,517) | -84.8% |
| INCREASE/(DECREASE) IN NET POSITION | \$ 8,912 | \$ (18,415) | \$ 45,359 | \$ 115,482 | \$ 11,207 | \$ 35,740 | \$ 65,478 | \$ 132,807 | \$ (67,329) | -50.7% |

- (1) Variance is due to timing of invoices for contracted services as well as parts and supplies orders lagging expectations.
- (2) Variance is due to the timing of rail line openings
- (3) Variance is due to the timing of payment for management services
- (4) Variance primarily due to the reversal of a December bill of sale for US36 assets on FasTracks and delay of multiple projects on Base System
- (5) Variance is primarily due to the timing of payment for outside security services and contracted maintenance
- (6) Variance is primarily due to higher-than-expected self-insured claims for liability and worker's compensation
- (7) Variance is primarily due to the timing of purchase of data processing services
- (8) Variance is primarily due to the timing of production of outside promotional and informational materials and openings
- (9) Variance due year-end accrued expenses that did not materialize

NOTE: the Q3 2017 SB154 cost recovery ratio is 49.7% which exceeds the statutory minimum of 30.0%



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

SEPTEMBER 30, 2017

(In Thousands)

2017 ACTUAL VS. BUDGET

| | January 2017 | February 2017 | March 2017 | April 2017 | May 2017 | June 2017 | July 2017 | August 2017 | September 2017 | October 2017 | November 2017 | December 2017 | Total Year To Date |
|-----------------------------------|-------------------------|--------------------------|-----------------------|-----------------------|---------------------|----------------------|----------------------|------------------------|---------------------------|-------------------------|--------------------------|--------------------------|-------------------------------|
| Actual | \$ 42,418 | \$ 42,386 | \$ 48,393 | \$ 47,072 | \$ 50,865 | \$ 53,902 | \$ 50,296 | \$ 53,490 | \$ 52,610 | \$ - | \$ - | \$ - | \$ 441,431 |
| Budget | 43,655 | 42,118 | 47,157 | 46,968 | 46,193 | 53,269 | 44,823 | 54,403 | 51,125 | 49,261 | 49,115 | 57,966 | 586,054 |
| Favorable/(Unfavorable) | \$ (1,237) | \$ 269 | \$ 1,237 | \$ 104 | \$ 4,672 | \$ 632 | \$ 5,473 | \$ (912) | \$ 1,485 | \$ (49,261) | \$ (49,115) | \$ (57,966) | \$ (144,623) |
| % Favorable/(Unfavorable) - Month | -2.8% | 0.6% | 2.6% | 0.2% | 10.1% | 1.2% | 12.2% | -1.7% | 2.9% | | | | |
| % Favorable/(Unfavorable) - YTD | -2.8% | -1.1% | 0.2% | 0.2% | 2.2% | 2.0% | 3.4% | 2.7% | 2.7% | | | | |

2017 VS. 2016 ACTUALS

| Net Sales & Use Tax Received | January | February | March | April | May | June | July | August | September | October | November | December | Total |
|---|----------------|-----------------|--------------|--------------|------------|-------------|-------------|---------------|------------------|----------------|-----------------|-----------------|--------------|
| 2017 | \$ 42,418 | \$ 42,386 | \$ 48,393 | \$ 47,072 | \$ 50,865 | \$ 53,902 | \$ 50,296 | \$ 53,490 | \$ 52,610 | \$ - | \$ - | \$ - | \$ 441,431 |
| 2016 | 41,168 | 39,696 | 44,462 | 46,084 | 45,529 | 52,319 | 44,548 | 51,450 | 49,441 | 46,923 | 46,779 | 55,200 | 563,598 |
| Change from to 2015 | \$ 1,250 | \$ 2,690 | \$ 3,931 | \$ 988 | \$ 5,336 | \$ 1,582 | \$ 5,748 | \$ 2,040 | \$ 3,169 | | | | |
| % Increase/(Decrease) by Month vs. 2015 | 3.0% | 6.8% | 8.8% | 2.1% | 11.7% | 3.0% | 12.9% | 4.0% | 6.4% | | | | |
| % Increase YTD vs. 2015 | 3.0% | 4.9% | 6.3% | 5.2% | 6.5% | 5.9% | 6.9% | 6.5% | 6.4% | | | | |

REGIONAL TRANSPORTATION DISTRICT
RIDERSHIP
(UNAUDITED)

| 2017 RIDERSHIP (in Thousands) | | | | | | | | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|----------|----------|----------|------------|
| | Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec | YTD 2017 | YTD 2016 | Variance | % Variance |
| Fixed Route | 4,388 | 4,350 | 4,550 | 4,152 | 4,189 | 4,074 | 3,903 | 4,474 | 4,496 | | | | 38,576 | 43,945 | (5,369) | -12.2% |
| Flatiron Flyer | 235 | 242 | 268 | 256 | 244 | 249 | 232 | 269 | 274 | | | | 2,270 | N/A | - | 0.0% |
| Call-n-Ride | 41 | 39 | 45 | 41 | 42 | 37 | 34 | 43 | 41 | | | | 362 | 343 | 19 | 5.7% |
| Total Bus Service | 4,664 | 4,631 | 4,862 | 4,448 | 4,476 | 4,360 | 4,170 | 4,786 | 4,811 | - | - | - | 41,208 | 44,288 | (3,079) | -7.0% |
| C Line | 98 | 103 | 106 | 106 | 109 | 103 | 98 | 132 | 109 | | | | 965 | N/A | N/A | N/A |
| D Line | 443 | 437 | 487 | 439 | 429 | 404 | 429 | 479 | 501 | | | | 4,048 | N/A | N/A | N/A |
| E Line | 353 | 339 | 382 | 361 | 376 | 413 | 403 | 453 | 449 | | | | 3,529 | N/A | N/A | N/A |
| F Line | 220 | 224 | 266 | 247 | 227 | 236 | 212 | 264 | 258 | | | | 2,154 | N/A | N/A | N/A |
| H Line | 340 | 400 | 440 | 434 | 406 | 400 | 369 | 466 | 472 | | | | 3,728 | N/A | N/A | N/A |
| R Line | - | - | 128 | 127 | 138 | 146 | 147 | 160 | 158 | | | | 1,004 | N/A | N/A | N/A |
| W Line | 310 | 318 | 362 | 369 | 352 | 391 | 369 | 387 | 379 | | | | 3,237 | N/A | N/A | N/A |
| Total Light Rail | 1,765 | 1,821 | 2,172 | 2,083 | 2,037 | 2,093 | 2,027 | 2,341 | 2,325 | - | - | - | 18,664 | 18,572 | 92 | 0.5% |
| A Line | 443 | 434 | 517 | 504 | 567 | 583 | 586 | 623 | 610 | | | | 4,867 | 2,600 | 2,267 | 87.2% |
| B Line | 31 | 30 | 35 | 37 | 39 | 42 | 43 | 49 | 49 | | | | 355 | 96 | 258 | 268.2% |
| G Line | - | - | - | - | - | - | - | - | - | | | | - | - | - | 0.0% |
| Total Commuter Rail | 473 | 463 | 552 | 542 | 606 | 625 | 628 | 672 | 660 | - | - | - | 5,221 | 2,696 | 2,525 | 93.6% |
| Mall Shuttle | 897 | 831 | 995 | 896 | 987 | 1,027 | 912 | 935 | 835 | | | | 8,316 | 8,932 | (616) | -6.9% |
| MetroRide | 23 | 51 | 70 | 64 | 67 | 66 | 60 | 70 | 61 | | | | 532 | 437 | 94 | 21.5% |
| Access-a-Ride | 58 | 57 | 65 | 59 | 63 | 62 | 58 | 66 | 61 | | | | 549 | 517 | 33 | 6.3% |
| Access-a-Cab | 13 | 9 | 10 | 13 | 13 | 13 | 13 | 13 | 13 | | | | 110 | 134 | (24) | -17.6% |
| Vanpool | 17 | 17 | 19 | 17 | 18 | 17 | 15 | 17 | 15 | | | | 153 | 151 | 2 | 1.4% |
| Total Other Services | 1,009 | 965 | 1,160 | 1,048 | 1,148 | 1,185 | 1,058 | 1,102 | 985 | - | - | - | 9,660 | 10,170 | (511) | -5.0% |
| Total System | 7,911 | 7,880 | 8,746 | 8,121 | 8,266 | 8,263 | 7,883 | 8,902 | 8,782 | - | - | - | 74,753 | 75,726 | (973) | -1.3% |



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

2018 RECOMMENDED BUDGET

| | Risk Level | Actual | | Estimated | | | Estimated in APE 2019-2023 | Estimated in LRP 2024-2030 | Estimated in LRP 2031-2040 | Total |
|--|---------------|------------------|------------------|------------------|------------------|------------------|-------------------------------|-------------------------------|-------------------------------|-------------------|
| | | 2013-2015 | 2016 | 2017 | 2018 | 2013-2018 | | | | |
| IDENTIFIED SOURCES: | | | | | | | | | | |
| Limit Fastracks funding increases for bus and paratransit expansion to CPI | Medium | \$ 7,754 | \$ 7,148 | \$ 9,716 | \$ 11,487 | \$ 36,105 | \$ 86,516 | \$ 159,264 | \$ 271,361 | \$ 553,246 |
| <u>Reduce Fastracks Minimum Unrestricted Fund Balance from \$150 million</u> | <u>Medium</u> | - | - | - | - | - | - | - | - | - |
| Reduce Fastracks Operating and Maintenance Fund Balance from 3 to 2 months | Medium | 4,500 | 3,500 | - | - | 8,000 | - | - | - | 8,000 |
| 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 1 | Low | 12,600 | 5,653 | 7,551 | 15,000 | 40,804 | - | - | - | 40,804 |
| Sales and lease opportunities for all RTD properties 2 | Low | 5,563 | 4,096 | 4,419 | - | 14,078 | - | - | - | 14,078 |
| Request local financial participation in projects above the current 2.5% | Low | - | 3,512 | 8,333 | 10,333 | 22,178 | - | - | - | 22,178 |
| Restore FISA drawdowns for operations between 2031-2040 3 | Low | - | - | - | - | - | - | - | 182,489 | 182,489 |
| <u>Sales tax audit/parity</u> | <u>Low</u> | - | - | - | - | - | - | - | - | - |
| Total Sources | | 39,417 | 23,909 | 30,019 | 36,820 | 130,165 | 86,516 | 159,264 | 453,850 | 829,795 |
| IDENTIFIED USES: | | | | | | | | | | |
| US36 Project draws 1 | | (958) | - | (776) | (4,395) | (6,129) | - | (24,449) | - | (30,578) |
| North Metro Project draws | | (11,901) | (3,399) | (7,038) | - | (22,338) | - | - | - | (22,338) |
| Southeast Rail Extension (SERE) Project draws | | - | (3,512) | (8,333) | (10,333) | (22,178) | - | - | - | (22,178) |
| Debt service and operations funding 1,3 | | - | - | - | - | - | (131,894) | (160,957) | (121,812) | (414,663) |
| Return to 3 months O&M Fund Balance 1 | | - | - | (8,000) | - | (8,000) | - | - | - | (8,000) |
| Total Uses | | (12,859) | (6,911) | (24,147) | (14,728) | (58,645) | (131,894) | (185,406) | (121,812) | (497,757) |
| Net Sources and Uses | | \$ 26,558 | \$ 16,998 | \$ 5,872 | \$ 22,092 | \$ 71,520 | \$ (45,378) | \$ (26,142) | \$ 332,038 | \$ 332,038 |
| Fastracks Internal Savings Account Balance | | \$ 26,558 | \$ 43,556 | \$ 49,428 | \$ 71,520 | \$ 71,520 | \$ 26,142 | \$ - | \$ 332,038 | \$ 332,038 |

¹ Includes approved changes from 2017 Annual Program Evaluation and Long Range Plan

² 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

³ The Long Range Financial Plan adopted in 2017 restores funds drawn from the FISA for operations and debt service to the FISA to the extent of available funding in Fastracks.