



## MONTHLY FINANCIAL STATUS NOVEMBER 2019

To: Dave Genova, General Manager and CEO  
 From: Heather McKillop, CFO and AGM Administration  
 Date: January 14, 2019

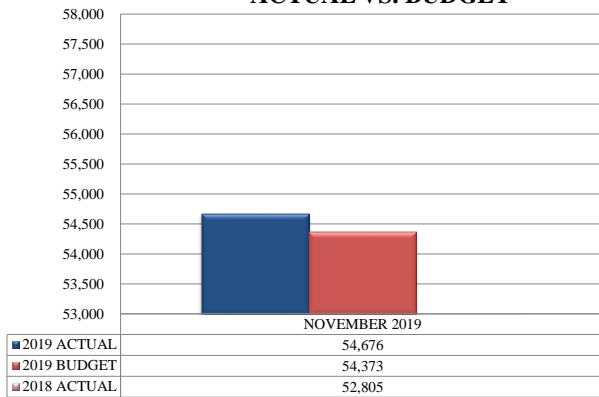
ACTION	DISCUSSION	INFO
		x

NOVEMBER 2019 ACTUAL VS. BUDGET	YTD 2019 ACTUAL VS. BUDGET	NOVEMBER 2019 VS. 2018	YEAR TO DATE 2019 VS. 2018
S&U TAX 0.6%	S&U TAX -1.0%	S&U TAX 3.5%	S&U TAX 4.0%
RIDERSHIP -1.6%	RIDERSHIP -1.2%	RIDERSHIP -0.6%	RIDERSHIP -0.2%
FARE REVENUE -10.5%	FARE REVENUE -5.9%	FARE REVENUE 5.8%	FARE REVENUE 7.3%

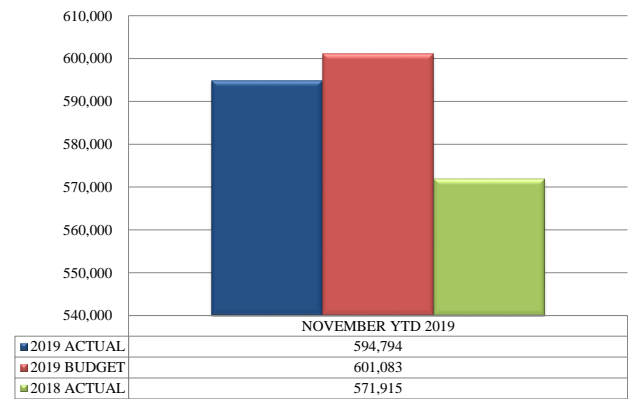
### SALES AND USE TAX NOVEMBER 2019

(In Thousands)	2019		VARIANCE	VARIANCE %	2018		VARIANCE TO 2018	VARIANCE %
	ACTUAL	BUDGET			ACTUAL			
MONTH	54,676	54,373	303	0.6%	52,805	1,871	3.5%	
YTD	594,794	601,083	(6,289)	-1.0%	571,915	22,879	4.0%	

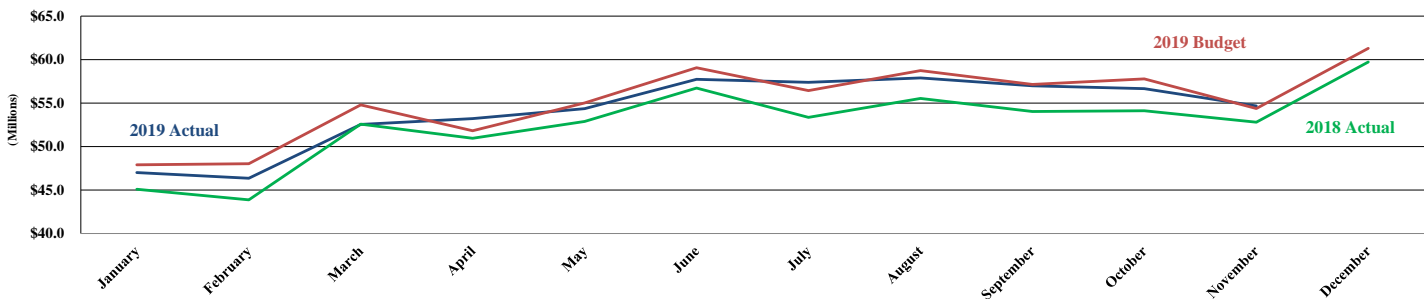
**S&U TAX - NOVEMBER 2019  
ACTUAL VS. BUDGET**



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



### SALES AND USE TAX TRENDS



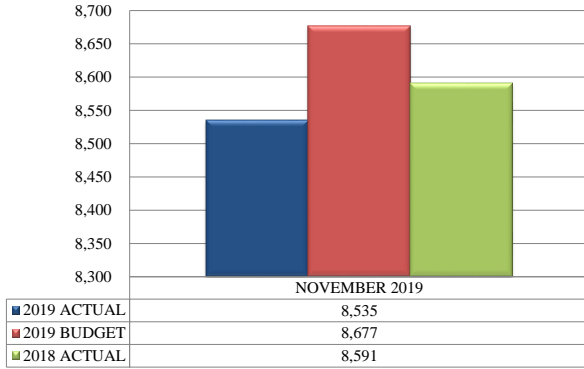


# RIDERSHIP NOVEMBER 2019

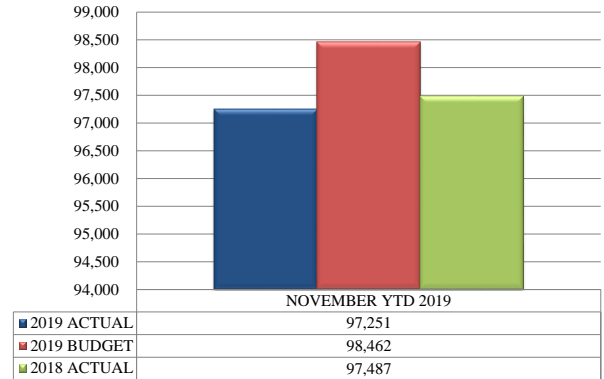
(In Thousands)

	2019 ACTUAL	2019 BUDGET	VARIANCE	VARIANCE %	2018 ACTUAL	VARIANCE	VARIANCE % to 2018
MONTH	8,535	8,677	(142)	-1.6%	8,591	(56)	-0.6%
YEAR TO DATE	97,251	98,462	(1,211)	-1.2%	97,487	(236)	-0.2%

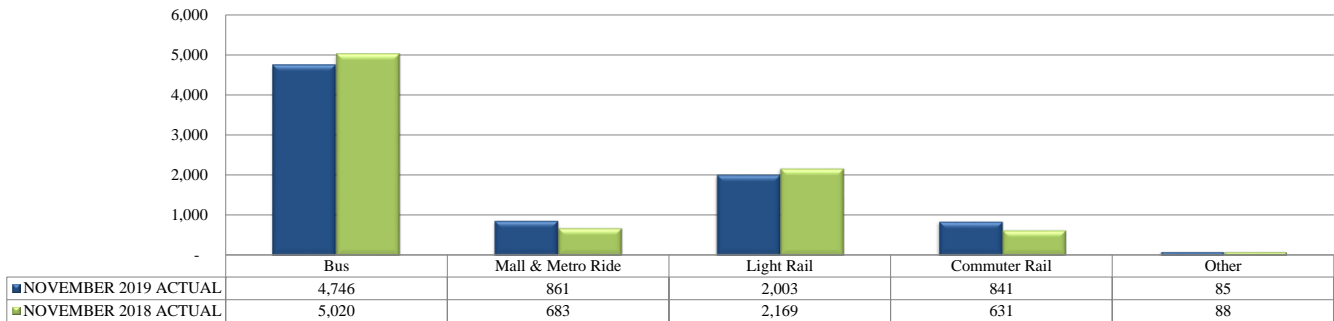
### RIDERSHIP - NOV 2019 ACTUAL VS. BUDGET



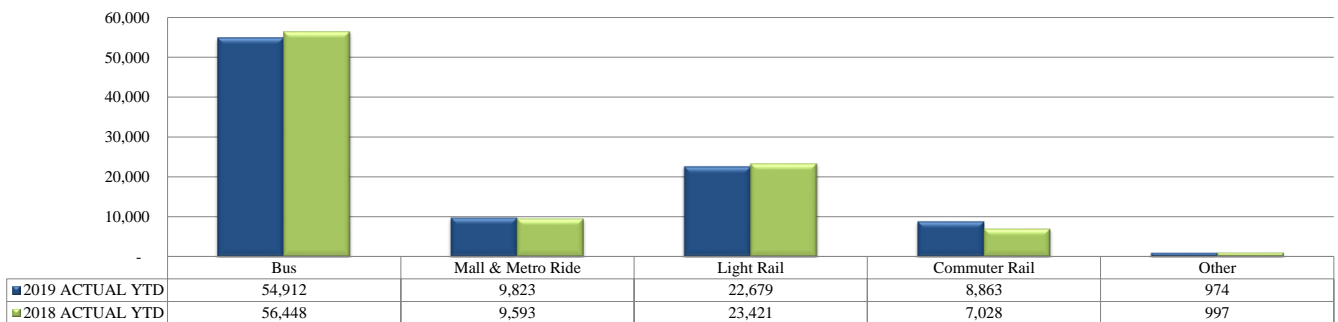
### RIDERSHIP - YTD ACTUAL VS. BUDGET



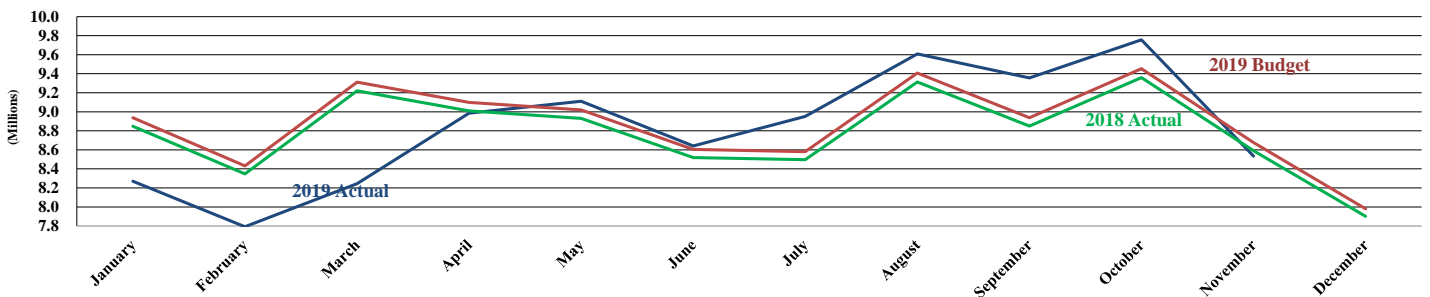
### RIDERSHIP BY TYPE - NOVEMBER 2019



### RIDERSHIP BY TYPE - YTD



### RIDERSHIP TRENDS



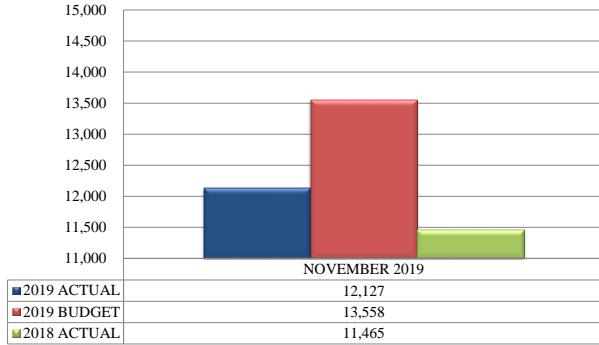
Note: the G Line opened on April 26, 2019 and the Southeast Rail Extension opened on May 17, 2019



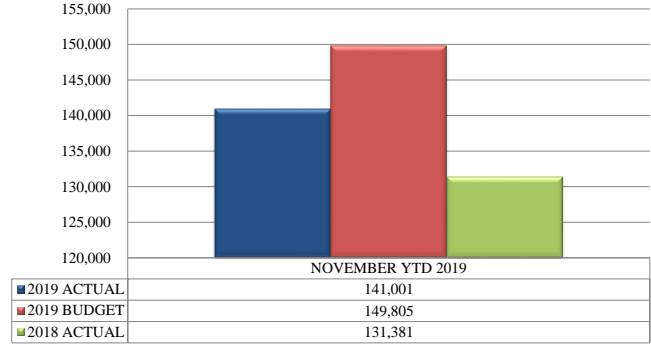
# FARE REVENUE NOVEMBER 2019

<i>(In Thousands)</i>	2019 ACTUAL	2019 BUDGET	VARIANCE	VARIANCE %	2018 ACTUAL	VARIANCE	VARIANCE % to 2018
MONTH	12,127	13,558	(1,430)	-10.5%	11,465	662	5.8%
YEAR TO DATE	141,001	149,805	(8,803)	-5.9%	131,381	9,620	7.3%

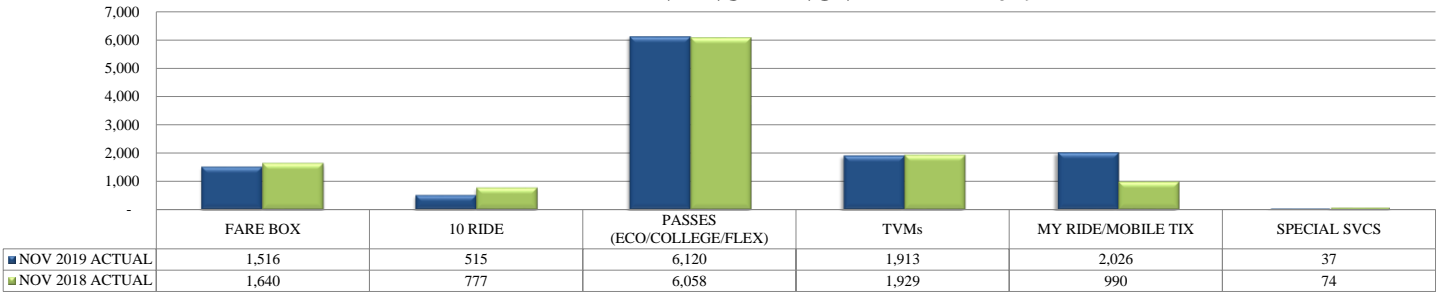
**FARE REVENUE - NOV 2019  
ACTUAL VS. BUDGET**



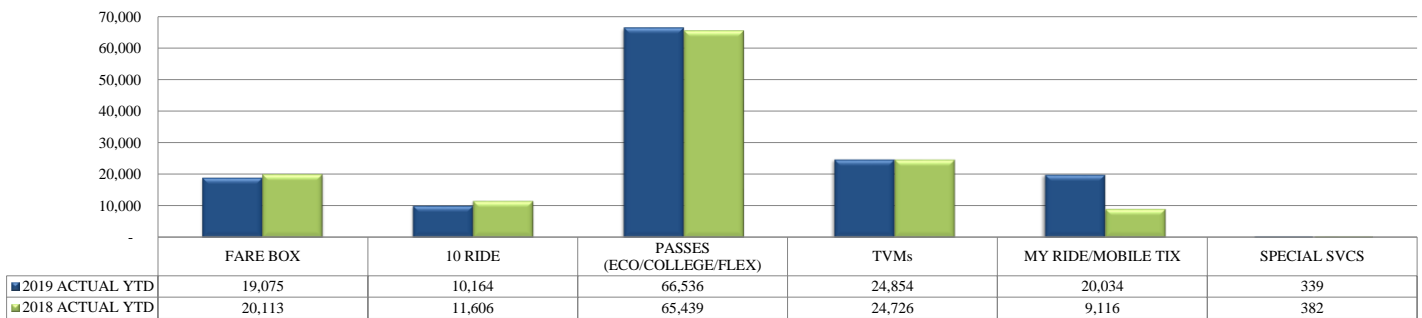
**FARE REVENUE - YTD  
ACTUAL VS. BUDGET**



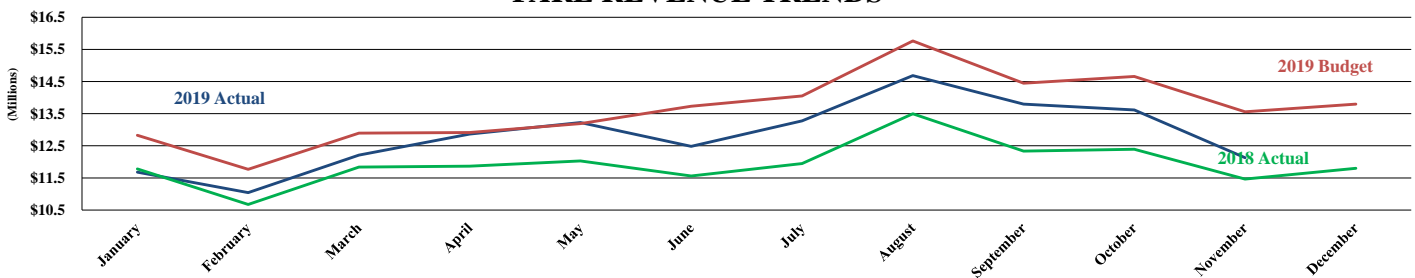
**FARE REVENUE - NOVEMBER 2019**



**FARE REVENUE - YTD**



**FARE REVENUE TRENDS**



The third quarter SB154 ratio is 42.5% which exceeds the statutorially required 30% ratio.



**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**NOVEMBER 30, 2019**  
 (UNAUDITED)  
 (In Thousands)

	2019 Base System	2019 FasTracks Project	2019 FasTracks Ops	2019 Combined	December 31, 2018 Combined	Change
<b>ASSETS</b>						
<b>CURRENT ASSETS:</b>						
Cash & Cash Equivalents	\$ 103,866	\$ 239,559	\$ 55,894	\$ 399,319	\$ 398,765	\$ 554
Receivables:						
Sales Taxes	66,187	45,140	-	111,327	113,329	(2,002)
Grants	751	-	-	751	16,279	(15,528)
Other (less allowance for doubtful accts)	4,116	4,754	-	8,870	15,534	(6,664)
Total Net Receivables	71,054	49,894	-	120,948	145,142	(24,194)
Inventory	33,168	-	-	33,168	31,103	2,065
Restricted Debt Service/Project Funds	47,408	143,827	-	191,235	199,339	(8,104)
Other Assets	6,807	2,383	311	9,501	86,146	(76,645)
<b>TOTAL CURRENT ASSETS</b>	<b>262,303</b>	<b>435,663</b>	<b>56,205</b>	<b>754,171</b>	<b>860,495</b>	<b>(106,324)</b>
<b>NONCURRENT ASSETS:</b>						
Capital Assets:						
Land	171,953	614,682	-	786,635	741,541	45,094
Land Improvements	1,311,099	3,572,343	-	4,883,442	4,181,583	701,859
Buildings	296,447	350,987	-	647,434	637,720	9,714
Revenue Earning Equipment	729,676	706,601	-	1,436,277	1,219,967	216,310
Shop, Maintenance & Other Equipment	194,644	4,339	-	198,983	310,316	(111,333)
Construction in Progress	79,638	971,505	-	1,051,143	1,802,235	(751,092)
Total Capital Assets	2,783,457	6,220,457	-	9,003,914	8,893,362	110,552
Accumulated Depreciation	(1,476,022)	(823,081)	-	(2,299,103)	(2,042,157)	(256,946)
Net Capital Assets	1,307,435	5,397,376	-	6,704,811	6,851,205	(146,394)
TABOR Reserves	8,659	9,755	-	18,414	17,667	747
Restricted Debt Service/Debt Service Reserves	28,548	63,061	-	91,609	89,269	2,340
Deposits	1,502	-	-	1,502	1,504	(2)
<b>TOTAL NONCURRENT ASSETS</b>	<b>1,346,144</b>	<b>5,470,192</b>	<b>-</b>	<b>6,816,336</b>	<b>6,959,645</b>	<b>(143,309)</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,608,447</b>	<b>\$ 5,905,855</b>	<b>\$ 56,205</b>	<b>\$ 7,570,507</b>	<b>\$ 7,820,140</b>	<b>\$ (249,633)</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<b>\$ 50,703</b>	<b>\$ 26,209</b>	<b>\$ -</b>	<b>\$ 76,912</b>	<b>\$ 80,739</b>	<b>\$ (3,827)</b>

(1) In 2018 interest on the Eagle project debt was classified as prepaid until the entire project was placed in service in 2019 when prepaid interest was then expensed.



**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**NOVEMBER 30, 2019**  
(UNAUDITED)  
(In Thousands)

	2019	2019	2019	2019	December 31, 2018	Change	
	Base System	FasTracks Project	FasTracks Ops	Combined	Combined		
<b>LIABILITIES</b>							
<b>CURRENT LIABILITIES:</b>							
Accounts & Contracts Payable	\$ 41,054	\$ 15,326	\$ 5,909	\$ 62,289	\$ 104,357	\$ (42,068)	(2)
Current Portion of Long Term Debt	65,718	12,410	-	78,128	67,335	10,793	
Accrued Compensation	23,602	-	-	23,602	23,868	(266)	
Accrued Interest Payable	6,066	24,249	-	30,315	18,689	11,626	
Other	23,448	2,003	361	25,812	35,704	(9,892)	
<b>TOTAL CURRENT LIABILITIES</b>	<b>159,888</b>	<b>53,988</b>	<b>6,270</b>	<b>220,146</b>	<b>249,953</b>	<b>(29,807)</b>	
<b>NONCURRENT LIABILITIES:</b>							
Long Term Debt	413,510	2,890,037	-	3,303,547	3,385,168	(81,621)	(3)
Other Long-Term Liabilities	-	437,824	-	437,824	429,980	7,844	
Net Pension Liability	268,279	-	-	268,279	268,279	-	
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>681,789</b>	<b>3,327,861</b>	<b>-</b>	<b>4,009,650</b>	<b>4,083,427</b>	<b>(73,777)</b>	
<b>TOTAL LIABILITIES</b>	<b>\$ 841,677</b>	<b>\$ 3,381,849</b>	<b>\$ 6,270</b>	<b>\$ 4,229,796</b>	<b>\$ 4,333,380</b>	<b>\$ (103,584)</b>	
<b>DEFERRED INFLOW OF RESOURCES</b>	<b>\$ 103,634</b>	<b>\$ 295</b>	<b>\$ -</b>	<b>\$ 103,929</b>	<b>\$ 103,993</b>	<b>\$ (64)</b>	
<b>NET POSITION</b>							
Net Investment in Capital Assets	\$ 874,204	\$ 2,193,935	\$ -	\$ 3,068,139	\$ 3,144,176	\$ (76,037)	
Restricted - Debt Service, Projects and Deferrals	37,846	94,399	-	132,245	141,284	(9,039)	
Restricted - TABOR Reserves	15,965	4,896	5,502	26,363	24,084	2,279	
Restricted - FasTracks	-	159,912	-	159,912	216,395	(56,483)	
FasTracks Internal Savings Account (FISA)	-	92,084	-	92,084	78,743	13,341	
Board Appropriated Fund	23,400	1,268	14,811	39,479	33,350	6,129	
Capital Replacement Fund	-	1,268	14,811	16,079	12,950	3,129	
Unrestricted Operating Reserve/Mgt Reserve	15,400	890	14,811	31,101	14,700	16,401	
Unrestricted Fund	41,766	1,268	-	43,034	101,259	(58,225)	
Net Pension Liability - Represented	(294,742)	-	-	(294,742)	(303,435)	8,693	
<b>TOTAL NET POSITION</b>	<b>\$ 713,839</b>	<b>\$ 2,549,920</b>	<b>\$ 49,935</b>	<b>\$ 3,313,694</b>	<b>\$ 3,463,506</b>	<b>\$ (149,812)</b>	
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 1,659,150</b>	<b>\$ 5,932,067</b>	<b>\$ 56,205</b>	<b>\$ 7,647,419</b>	<b>\$ 7,900,879</b>	<b>\$ (253,460)</b>	
(2) Decrease due to reversal of year-end accruals (3) Decrease is due to mid-year debt service payments that were made							



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

**NOVEMBER 30, 2019**

(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)
<b>OPERATING REVENUE:</b>										
Passenger Fares	\$ 110,535	\$ 115,054	\$ -	\$ -	\$ 30,467	\$ 34,750	141,002	149,804	(8,802)	-5.9%
Advertising, Rent and Other	4,029	4,124	-	-	1,049	1,970	5,078	6,094	(1,016)	-16.7%
Total Operating Revenue	114,564	119,178	-	-	31,516	36,720	146,080	155,898	(9,818)	-6.3%
<b>OPERATING EXPENSES</b>										
Bus Operations	287,122	299,993	-	-	-	-	287,122	299,993	12,871	4.3% (1)
Rail Operations	61,364	60,288	-	-	64,231	86,759	125,595	147,047	21,452	14.6% (2)
Planning	5,273	10,973	337	467	-	-	5,610	11,440	5,830	51.0% (3)
Capital Programs	44,285	55,737	8,164	10,906	732	1,238	53,181	67,881	14,700	21.7% (4)
Safety, Security and Asset Management	21,463	24,678	-	-	7,719	9,795	29,182	34,473	5,291	15.3% (5)
General Counsel	15,350	16,234	212	212	-	-	15,562	16,446	884	5.4% (6)
Finance and Administration	46,365	52,045	131	185	-	-	46,496	52,230	5,734	11.0% (7)
Communications	11,428	13,666	-	-	666	1,692	12,094	15,358	3,264	21.3% (8)
Executive Office	6,744	6,155	-	-	-	-	6,744	6,155	(589)	-9.6% (9)
Board Office	795	561	-	-	-	-	795	561	(234)	-41.7% (10)
FasTracks Service Increase	(17,288)	(17,288)	17,288	17,288	-	-	-	-	-	0.0%
Depreciation and Other Non-Departmental	115,955	95,815	192,941	134,689	-	15,547	308,896	246,051	(62,845)	-25.5%
Total Operating Expenses	598,856	618,857	219,073	163,747	73,348	115,031	891,277	897,635	6,358	0.7%
<b>OPERATING INCOME/(LOSS)</b>	<b>(484,292)</b>	<b>(499,679)</b>	<b>(219,073)</b>	<b>(163,747)</b>	<b>(41,832)</b>	<b>(78,311)</b>	<b>(745,197)</b>	<b>(741,737)</b>	<b>(3,460)</b>	<b>-0.5%</b>
<b>NONOPERATING REVENUE (EXPENSES)</b>										
Sales & Use Tax	356,876	359,059	177,851	214,306	60,066	26,127	594,793	599,492	(4,699)	-0.8%
Operating Grants	83,008	90,254	(642)	1,598	-	-	82,366	91,852	(9,486)	-10.3%
Investment Income	7,386	1,834	9,195	12,553	-	-	16,581	14,387	2,194	15.2%
Other Income	12,194	2,660	8,317	7,585	-	605	20,511	10,850	9,661	89.0%
Gain/(Loss) Capital Assets	(1,560)	-	(460)	-	-	-	(2,020)	-	(2,020)	0.0%
Interest Expense	(16,467)	(17,783)	(173,021)	(121,692)	-	-	(189,488)	(139,475)	(50,013)	-35.9% (11)
Net Nonoperating Revenue (Expense)	441,437	436,024	21,240	114,350	60,066	26,732	522,743	577,106	(54,363)	-9.4%
<b>INCOME BEFORE CAPITAL GRANTS</b>	<b>(42,855)</b>	<b>(63,655)</b>	<b>(197,833)</b>	<b>(49,397)</b>	<b>18,234</b>	<b>(51,579)</b>	<b>(222,454)</b>	<b>(164,631)</b>	<b>(57,823)</b>	<b>35.1%</b>
Capital Grants and Local Contributions	7,952	41,044	57,267	184,958	10	-	65,229	226,002	(160,773)	-71.1%
<b>INCREASE/(DECREASE) IN NET POSITION</b>	<b>\$ (34,903)</b>	<b>\$ (22,611)</b>	<b>\$ (140,566)</b>	<b>\$ 135,561</b>	<b>\$ 18,244</b>	<b>\$ (51,579)</b>	<b>\$ (157,225)</b>	<b>\$ 61,371</b>	<b>\$ (218,596)</b>	<b>-356.2%</b>

- (1) Variance is due to lower parts and supplies and timing of invoices for purchased transportation and fuel
- (2) Variance is due to lower labor, repair parts and purchased transportation mainly from timing of rail line openings.
- (3) Variance is due to projects budgeted at beginning of year but now expected to start later.
- (4) Variance is due to project invoices for contract maintenance budgeted earlier in the year than actual and lower compensation
- (5) Variance is due to lower outside security services costs invoice timing
- (6) Variance is due primarily to timing of outside counsel costs related to litigation
- (7) Variance is due to timing of outside IT services costs for projects
- (8) Variance is due to timing of outside printing costs for schedules, other outside services and special events
- (9) Variance due to purchasing card costs that initially get coded to this cost center until they can be coded to each cost center where they were incurred
- (10) Variance due timing of travel costs and costs for MinuteTraq
- (11) Variance due to recording 2018 interest for the P3 as prepaid until G Line was put in service in 2019 in which it was expensed



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

**NOVEMBER 30, 2019**

(In Thousands)

**2019 ACTUAL VS. BUDGET**

	<b>January 2019</b>	<b>February 2019</b>	<b>March 2019</b>	<b>April 2019</b>	<b>May 2019</b>	<b>June 2019</b>	<b>July 2019</b>	<b>August 2019</b>	<b>September 2019</b>	<b>October 2019</b>	<b>November 2019</b>	<b>December 2019</b>	<b>Total Year To Date</b>
<b>Actual</b>	\$ 47,010	\$ 46,355	\$ 52,545	\$ 53,211	\$ 54,360	\$ 57,730	\$ 57,381	\$ 57,893	\$ 56,984	\$ 56,651	\$ 54,676	\$ -	\$ 594,794
<b>Budget</b>	47,899	48,031	54,794	51,809	55,014	59,058	56,442	58,738	57,139	57,786	54,373	61,293	662,377
<b>Favorable/(Unfavorable)</b>	<b>\$ (890)</b>	<b>\$ (1,677)</b>	<b>\$ (2,249)</b>	<b>\$ 1,402</b>	<b>\$ (654)</b>	<b>\$ (1,328)</b>	<b>\$ 939</b>	<b>\$ (845)</b>	<b>\$ (155)</b>	<b>\$ (1,135)</b>	<b>\$ 302</b>		
% Favorable/(Unfavorable) - Month	-1.9%	-3.5%	-4.1%	2.7%	-1.2%	-2.2%	1.7%	-1.4%	-0.3%	-2.0%	0.6%		
% Favorable/(Unfavorable) - YTD	-1.9%	-2.7%	-3.2%	-1.7%	-1.6%	-1.7%	-1.2%	-1.2%	-1.1%	-1.2%	-1.0%		

**2019 VS. 2018 ACTUALS**

<b>Net Sales &amp; Use Tax Received</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>Total</b>
<b>2019</b>	\$ 47,010	\$ 46,355	\$ 52,545	\$ 53,211	\$ 54,360	\$ 57,730	\$ 57,381	\$ 57,893	\$ 56,984	\$ 56,651	\$ 54,676	\$ -	\$ 594,793
<b>2018</b>	45,085	43,872	52,568	50,943	52,889	56,722	53,363	55,534	54,022	54,112	52,805	59,721	631,637
Change from to 2018	\$ 1,925	\$ 2,482	\$ (24)	\$ 2,269	\$ 1,471	\$ 1,008	\$ 4,018	\$ 2,359	\$ 2,962	\$ 2,539	\$ 1,870		
% Increase/(Decrease) by Month vs. 2018	4.3%	5.7%	0.0%	4.5%	2.8%	1.8%	7.5%	4.2%	5.5%	4.7%	3.5%		
% Increase YTD vs. 2018	4.3%	5.0%	3.1%	3.5%	3.3%	3.0%	3.7%	3.8%	4.0%	4.0%	4.0%		

REGIONAL TRANSPORTATION DISTRICT  
RIDERSHIP  
(UNAUDITED)

2019 RIDERSHIP (in Thousands)																
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	YTD 2019	YTD 2018	Change	% Change
Fixed Route	4,640	4,327	4,532	4,867	4,759	4,338	4,556	4,938	4,856	5,004	4,433	-	51,250	52,808	(1,557)	-2.9%
Flatiron Flyer	266	269	264	306	278	271	278	302	307	319	263	-	3,122	3,038	83	2.7%
FlexRide & Special Services	44	42	39	44	54	36	38	58	65	71	50	-	540	602	(62)	-10.3%
Total Bus Service	4,950	4,638	4,835	5,217	5,091	4,645	4,871	5,298	5,227	5,394	4,746	-	54,912	56,448	(1,536)	-2.7%
C Line	184	185	175	221	210	208	209	244	217	259	205	-	2,317	2,407	(90)	-3.7%
D Line	246	227	230	260	264	240	237	267	281	282	243	-	2,777	3,079	(301)	-9.8%
E Line	326	304	311	359	388	425	384	431	454	407	370	-	4,158	4,130	29	0.7%
F Line	281	230	208	275	248	219	248	251	251	307	248	-	2,766	2,721	45	1.7%
H Line	344	339	364	425	424	368	366	416	428	468	385	-	4,327	4,597	(269)	-5.9%
L Line	58	53	57	60	61	57	61	57	58	58	56	-	636	780	(144)	-18.5%
R Line	144	126	146	150	166	171	183	187	169	178	167	-	1,786	1,695	91	5.4%
W Line	311	305	332	367	347	356	347	408	375	435	329	-	3,911	4,013	(102)	-2.5%
Total Light Rail	1,894	1,769	1,823	2,117	2,109	2,043	2,034	2,260	2,233	2,393	2,003	-	22,679	23,421	(742)	-3.2%
A Line	549	523	603	635	671	668	704	745	719	736	660	-	7,211	6,499	712	11.0%
B Line	42	39	39	51	47	41	40	43	40	36	30	-	447	528	(82)	-15.5%
G Line	-	-	-	17	170	163	164	184	181	176	151	-	1,205	-	1,205	0.0%
Total Commuter Rail	591	561	642	702	888	871	908	971	940	948	841	-	8,863	7,028	1,835	26.1%
Total Revenue Service	7,435	6,968	7,300	8,037	8,088	7,559	7,813	8,529	8,400	8,734	7,589	-	86,454	86,897	(443)	-0.5%
Mall Shuttle	674	672	790	789	865	943	995	932	819	874	812	-	9,165	8,825	339	3.8%
MetroRide	71	68	69	70	66	52	54	55	48	58	49	-	658	768	(109)	-14.2%
Access-a-Ride	62	58	58	64	64	59	62	64	60	61	56	-	668	683	(15)	-2.2%
Access-a-Cab	12	10	11	11	11	10	11	11	10	10	10	-	118	127	(10)	-7.6%
Vanpool	17	16	17	16	17	16	17	17	18	19	19	-	188	187	1	0.5%
Total Other Services	835	824	944	949	1,023	1,081	1,138	1,079	955	1,022	946	-	10,797	10,590	207	2.0%
Total System	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,355	9,757	8,535	-	97,251	97,487	(236)	-0.2%

Note: the G Line opened on April 26, 2019 and the Southeast Rail Extension opened on May 17, 2019. October includes estimates for Light Rail and any corrections will be reflected in the November Financials.





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

**2020 RECOMMENDED BUDGET**

	Risk Level	Actual		Estimated			Estimated in MRP 2021-2025	Estimated in LRP 2026-2030	Estimated in LRP 2031-2040	Total
		2013-2017	2018	2019	2020	2013-2020				
<b>IDENTIFIED SOURCES:</b>										
Limit Fastracks funding increases for bus and paratransit expansion to CPI	Medium	\$ 24,618	\$ 11,487	\$ 13,377	\$ 15,441	\$ 64,923	\$ 101,275	\$ 117,255	\$ 273,651	\$ 557,104
<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	-	-	-	-	-	-	-	-	-
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	25,804	15,000	-	-	40,804	-	-	-	40,804
Sales and lease opportunities for all RTD properties <sup>2</sup>	Low	14,078	-	-	-	14,078	-	-	-	14,078
Request local financial participation in projects above the current 2.5%	Low	11,845	10,333	-	-	22,178	-	-	-	22,178
Restore FISA drawdowns for operations between 2031-2040 <sup>3</sup>	Low	-	-	-	-	-	-	16,601	76,697	93,298
FasTracks sales and use tax collections above adopted budget <sup>4</sup>	Low	-	3,207	-	-	3,207	-	-	-	3,207
<u>Sales tax audit parity</u>	<u>Low</u>	-	-	-	-	-	-	-	-	-
<b>Total Sources</b>		<b>85,345</b>	<b>40,027</b>	<b>13,377</b>	<b>15,441</b>	<b>154,190</b>	<b>101,275</b>	<b>133,856</b>	<b>350,348</b>	<b>739,669</b>
<b>IDENTIFIED USES:</b>										
US36 Project draws <sup>1</sup>		(1,734)	(379)	(36)	(3,980)	(6,129)	-	(33,304)	-	(39,433)
North Metro Project draws		(22,338)	-	-	-	(22,338)	-	-	-	(22,338)
Southeast Rail Extension (SERE) Project draws		(11,845)	(10,333)	-	-	(22,178)	-	-	-	(22,178)
Debt service and operations funding <sup>1,3</sup>		-	-	-	-	-	(76,697)	(16,601)	-	(93,298)
Return to 3 months O&M Fund Balance <sup>1</sup>		-	-	-	-	-	-	-	-	-
<b>Total Uses</b>		<b>(35,917)</b>	<b>(10,712)</b>	<b>(36)</b>	<b>(3,980)</b>	<b>(50,645)</b>	<b>(76,697)</b>	<b>(49,905)</b>	<b>-</b>	<b>(177,247)</b>
<b>Net Sources and Uses</b>		<b>\$ 49,428</b>	<b>\$ 29,315</b>	<b>\$ 13,341</b>	<b>\$ 11,461</b>	<b>\$ 103,545</b>	<b>\$ 24,578</b>	<b>\$ 83,951</b>	<b>\$ 350,348</b>	<b>\$ 562,422</b>
<b>FasTracks Internal Savings Account Balance</b>		<b>\$ 49,428</b>	<b>\$ 78,743</b>	<b>\$ 92,084</b>	<b>\$ 103,545</b>	<b>\$ 103,545</b>	<b>\$ 128,123</b>	<b>\$ 212,074</b>	<b>\$ 562,422</b>	<b>\$ 562,422</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.

<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

<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.