

# Board Briefing - April 2021



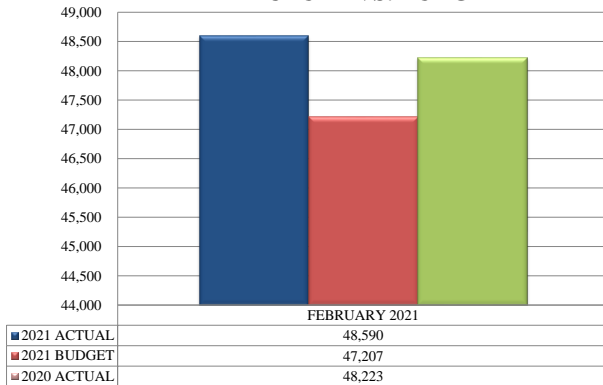
## UNAUDITED MONTHLY FINANCIAL STATUS REPORT FEBRUARY 2021

FEBRUARY 2021 ACTUAL VS. BUDGET		YTD 2021 ACTUAL VS. BUDGET		FEBRUARY 2021 VS. 2020		YEAR TO DATE 2021 VS. 2020	
S&U TAX	2.9% ↑	S&U TAX	3.6% ↑	S&U TAX	0.8% ↑	S&U TAX	1.1% ↑
RIDERSHIP	-14.1% ↓	RIDERSHIP	-13.2% ↓	RIDERSHIP	-65.6% ↓	RIDERSHIP	-65.3% ↓
FARE REVENUE	-40.3% ↓	FARE REVENUE	-40.3% ↓	FARE REVENUE	-67.3% ↓	FARE REVENUE	-67.3% ↓

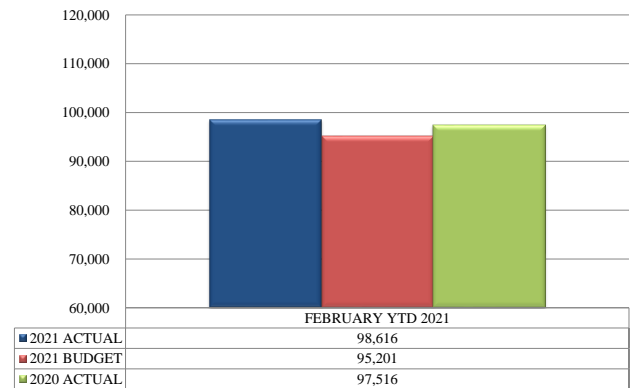
### SALES AND USE TAX - UNAUDITED FEBRUARY 2021

(In Thousands)	2021 ACTUAL	2021 AMENDED BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE TO 2020	VARIANCE % TO 2020
MONTH	48,590	47,207	1,383	2.9%	48,223	366	0.8%
YTD	98,616	95,201	3,416	3.6%	97,516	1,100	1.1%

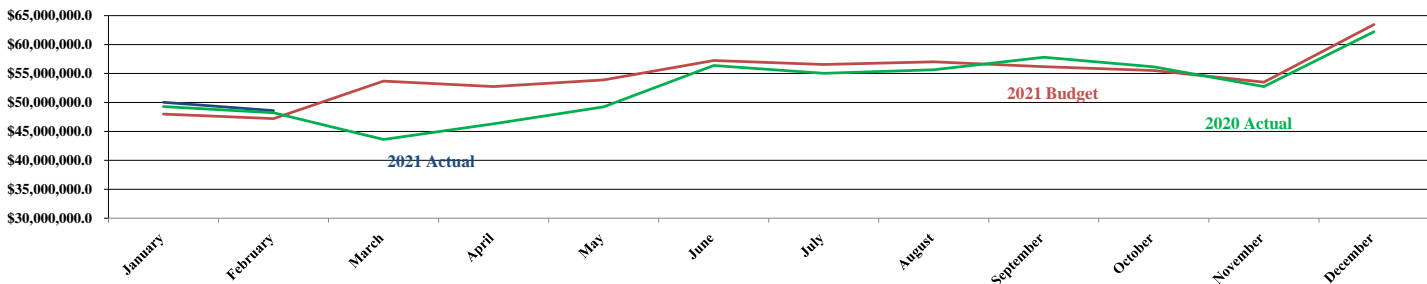
S&U TAX - FEBRUARY 2021  
ACTUAL VS. BUDGET



S&U TAX - YTD  
ACTUAL VS. BUDGET



### SALES AND USE TAX TRENDS

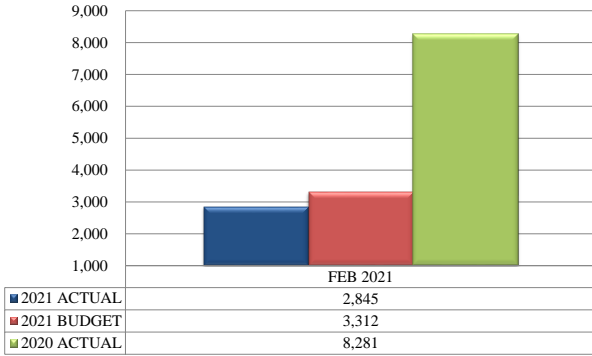


# RIDERSHIP FEBRUARY 2021

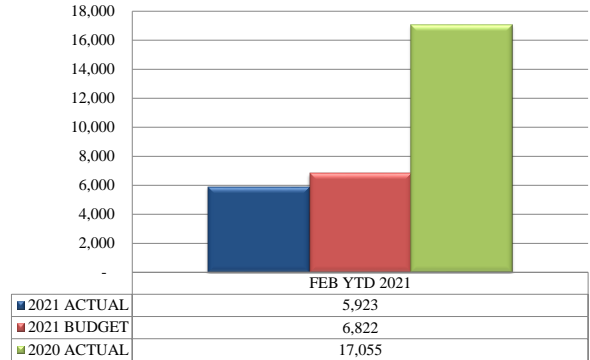


(In Thousands)	2021 ACTUAL	2021 BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	2,845	3,312	(467)	-14.1%	8,281	(5,436)	-65.6%
<b>YEAR TO DATE</b>	5,923	6,822	(899)	-13.2%	17,055	(11,132)	-65.3%

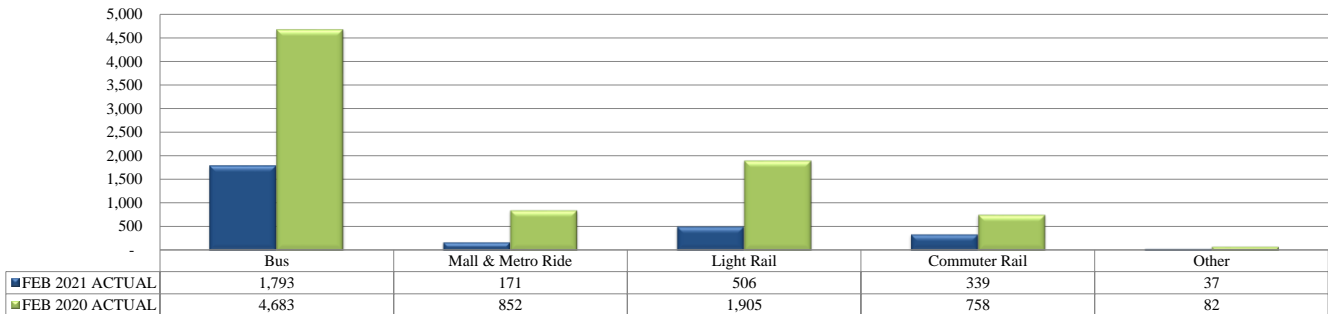
**RIDERSHIP - FEBRUARY 2021  
ACTUAL VS. BUDGET**



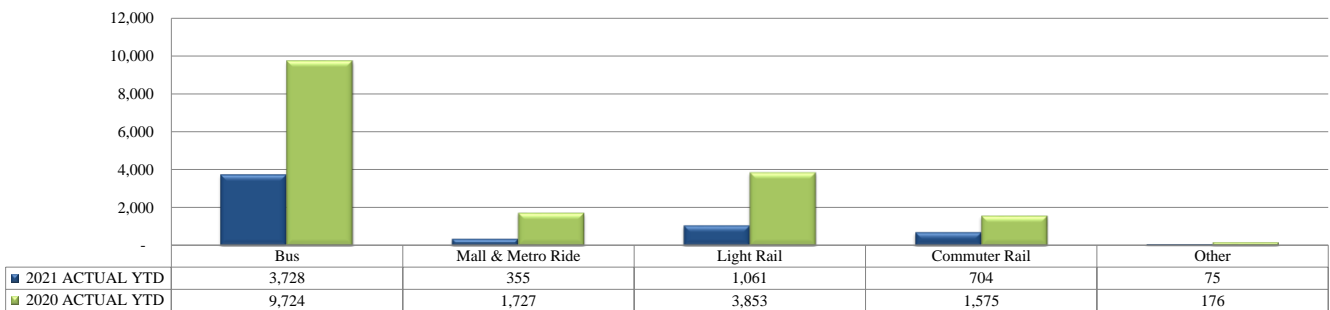
**RIDERSHIP - YTD  
ACTUAL VS. BUDGET**



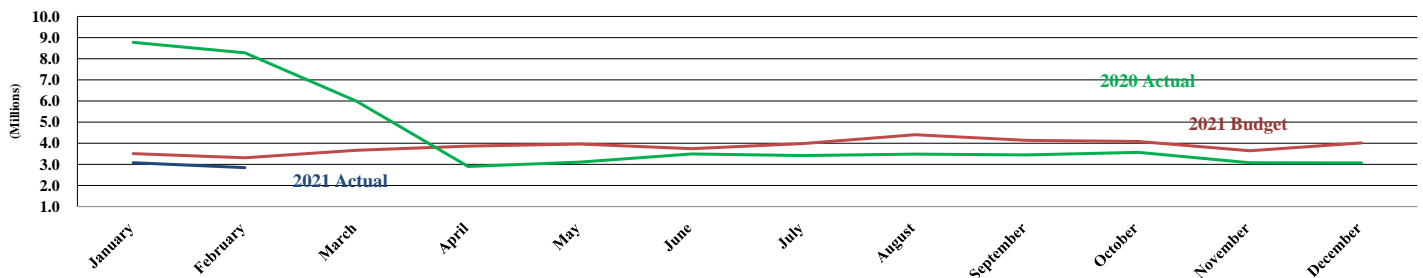
**RIDERSHIP BY TYPE - FEBRUARY 2021**



**RIDERSHIP BY TYPE - YTD**



**RIDERSHIP TRENDS**



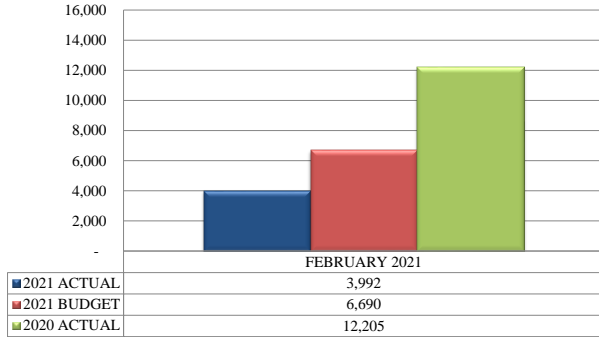
Fares were suspended on April 5, 2020 and resumed on July 1, 2020 due to the COVID-19 pandemic  
The N Line opened on September 21, 2020. Fares were suspended for the first week and then will be only local fares for the first six months through March 27, 2021.

# FARE REVENUE FEBRUARY 2021

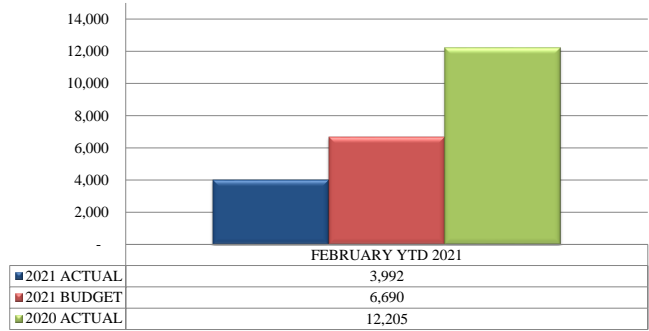


(In Thousands)	2021 ACTUAL	2021 BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	3,992	6,690	(2,698)	-40.3%	12,205	(8,214)	-67.3%
<b>YEAR TO DATE</b>	3,992	6,690	(2,698)	-40.3%	12,205	(8,214)	-67.3%

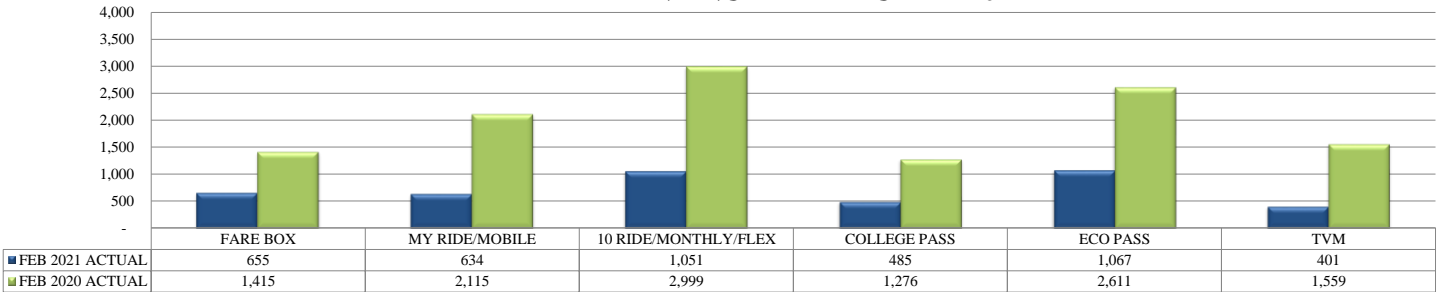
**FARE REVENUE - FEB 2021  
ACTUAL VS. BUDGET**



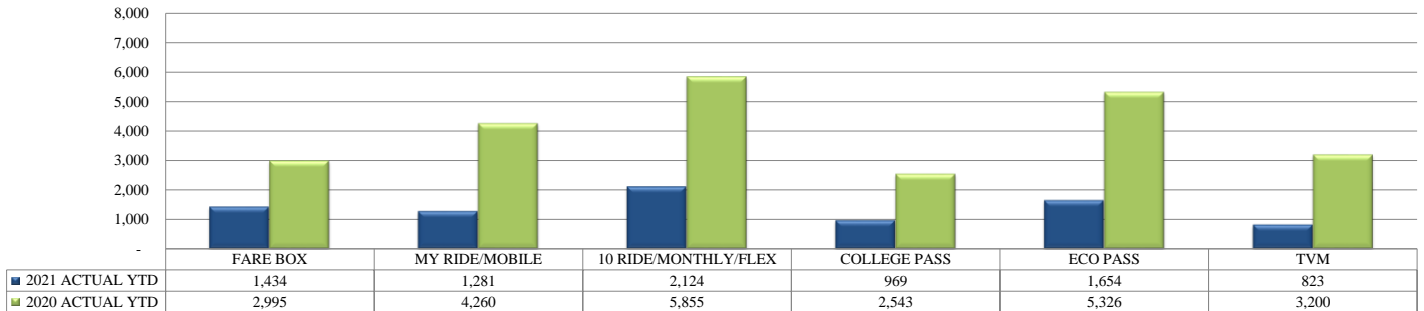
**FARE REVENUE - YTD  
ACTUAL VS. BUDGET**



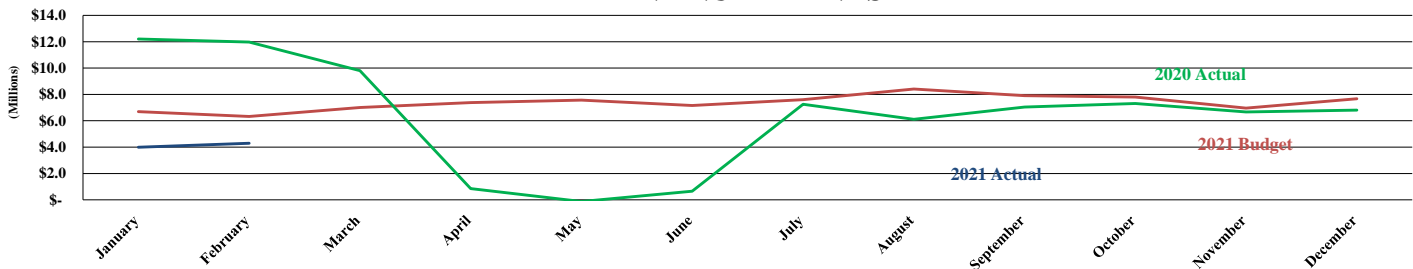
**FARE REVENUE - FEBRUARY 2021**



**FARE REVENUE - YTD**



**FARE REVENUE TRENDS**



Fares were suspended on April 5, 2020 and resumed on July 1, 2020 due to the COVID-19 pandemic. The N Line opened on September 21, 2020. Fares are suspended for the first week and then will be only local fares through March 27, 2021. The fourth quarter 2020 SB 154 ratio was 67.0% which exceeds the statutory minimum of 30.0%

**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**FEBRUARY 28, 2021**  
(UNAUDITED)  
(In Thousands)



	2021 Base System	2021 FasTracks Project	2021 FasTracks Ops	2021 Combined	December 31, 2020 Combined	Change
<b>ASSETS</b>						
<b>CURRENT ASSETS:</b>						
Cash & Cash Equivalents	\$ 259,973	\$ 346,732	\$ 40,392	\$ 647,097	\$ 657,567	\$ (10,470)
Receivables:						
Sales Taxes	58,561	40,056	-	98,617	114,958	(16,341)
Grants	11,497	-	-	11,497	5,485	6,012
Other (less allowance for doubtful accts)	11,742	6,581	-	18,323	8,551	9,772
Total Net Receivables	81,800	46,637	-	128,437	128,994	(557)
Inventory	33,925	-	-	33,925	34,253	(328)
Restricted Debt Service/Project Funds	31,421	74,854	-	106,275	88,497	17,778
Other Assets	7,057	1,903	1,795	10,755	9,817	938
<b>TOTAL CURRENT ASSETS</b>	<b>414,176</b>	<b>470,126</b>	<b>42,187</b>	<b>926,489</b>	<b>919,128</b>	<b>7,361</b>
<b>NONCURRENT ASSETS:</b>						
Capital Assets:						
Land	171,786	688,827	-	860,613	860,458	155
Land Improvements	1,307,245	4,531,551	-	5,838,796	5,838,359	437
Buildings	297,053	392,868	-	689,921	689,916	5
Revenue Earning Equipment	786,590	774,886	-	1,561,476	1,361,911	199,565
Shop, Maintenance & Other Equipment	198,355	7,799	-	206,154	394,412	(188,258)
Construction in Progress	55,894	70,256	-	126,150	133,676	(7,526)
Total Capital Assets	2,816,923	6,466,187	-	9,283,110	9,278,732	4,378
Accumulated Depreciation	(1,590,743)	(1,147,261)	-	(2,738,004)	(2,678,674)	(59,330)
Net Capital Assets	1,226,180	5,318,926	-	6,545,106	6,600,058	(54,952)
TABOR Reserves	9,078	10,225	-	19,303	19,258	45
Restricted Debt Service/Debt Service Reserves	28,945	65,724	-	94,669	94,771	(102)
Deposits	1,500	-	-	1,500	1,500	-
<b>TOTAL NONCURRENT ASSETS</b>	<b>1,265,703</b>	<b>5,394,875</b>	<b>-</b>	<b>6,660,578</b>	<b>6,715,587</b>	<b>(55,009)</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,679,879</b>	<b>\$ 5,865,001</b>	<b>\$ 42,187</b>	<b>\$ 7,587,067</b>	<b>\$ 7,634,715</b>	<b>\$ (47,648)</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<b>\$ 35,012</b>	<b>\$ 26,071</b>	<b>\$ -</b>	<b>\$ 61,083</b>	<b>\$ 61,812</b>	<b>\$ (729)</b>

(1) Primarily for draws submitted on the Eagle FFGA

(2) Increase in receivables for billings for annual Eco and College passes

**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**FEBRUARY 28, 2021**  
(UNAUDITED)  
(In Thousands)



	2021 Base System	2021 FasTracks Project	2021 FasTracks Ops	2021 Combined	December 31, 2020 Combined	Change
<b>LIABILITIES</b>						
<b>CURRENT LIABILITIES:</b>						
Accounts & Contracts Payable	\$ 34,343	\$ 20,510	\$ 5,125	\$ 59,978	\$ 89,774	\$ (29,796)
Current Portion of Long Term Debt	63,846	13,250	-	77,096	77,096	-
Accrued Compensation	27,777	-	-	27,777	27,408	369
Accrued Interest Payable	3,939	39,134	-	43,073	19,556	23,517
Other	26,449	2,001	(444)	28,006	17,616	10,390
<b>TOTAL CURRENT LIABILITIES</b>	<b>156,354</b>	<b>74,895</b>	<b>4,681</b>	<b>235,930</b>	<b>231,450</b>	<b>4,480</b>
<b>NONCURRENT LIABILITIES:</b>						
Long Term Debt	344,981	2,875,269	-	3,220,250	3,222,791	(2,541)
Other Long-Term Liabilities	-	568,290	-	568,290	568,290	-
Net Pension Liability	284,791	-	-	284,791	284,791	-
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>629,772</b>	<b>3,443,559</b>	<b>-</b>	<b>4,073,331</b>	<b>4,075,872</b>	<b>(2,541)</b>
<b>TOTAL LIABILITIES</b>	<b>\$ 786,126</b>	<b>\$ 3,518,454</b>	<b>\$ 4,681</b>	<b>\$ 4,309,261</b>	<b>\$ 4,307,322</b>	<b>\$ 1,939</b>
<b>DEFERRED INFLOW OF RESOURCES</b>	<b>\$ 25,371</b>	<b>\$ 272</b>	<b>\$ -</b>	<b>\$ 25,643</b>	<b>\$ 25,655</b>	<b>\$ (12)</b>
<b>NET POSITION</b>						
Net Investment in Capital Assets	\$ 847,696	\$ 1,914,898	\$ -	\$ 2,762,594	\$ 2,813,989	\$ (51,395)
Restricted - Debt Service, Projects and Deferrals	35,284	102,728	-	138,012	120,345	17,667
Restricted - TABOR Reserves	11,983	10,225	3	22,211	19,258	2,953
Restricted - FasTracks	-	205,949	-	205,949	216,395	(10,446)
FasTracks Internal Savings Account (FISA)	-	137,304	-	137,304	123,523	13,781
Board Appropriated Fund	26,200	414	12,501	39,115	41,968	(2,853)
Capital Replacement Fund	-	414	12,501	12,915	15,768	(2,853)
Unrestricted Operating Reserve/Mgt Reserve	15,400	-	12,501	27,901	15,400	12,501
Unrestricted Fund	204,808	414	-	205,222	270,382	(65,160)
Net Pension Liability - Represented	(237,977)	-	-	(237,977)	(273,478)	35,501
<b>TOTAL NET POSITION</b>	<b>\$ 903,394</b>	<b>\$ 2,372,346</b>	<b>\$ 37,506</b>	<b>\$ 3,313,246</b>	<b>\$ 3,363,550</b>	<b>\$ (50,304)</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 1,714,891</b>	<b>\$ 5,891,075</b>	<b>\$ 42,187</b>	<b>\$ 7,648,150</b>	<b>\$ 7,696,527</b>	<b>\$ (48,377)</b>

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

**FEBRUARY 28, 2021**

(UNAUDITED)  
(In Thousands)

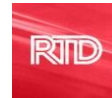


	YTD Base System Actual	YTD Base System Amd Budget	YTD FasTracks Project Actual	YTD FasTracks Project Amd Budget	YTD FasTracks Operations Actual	YTD FasTracks Operations Amd Budget	YTD System Wide Actual	YTD System Wide Amd Budget	\$ Favorable (Unfavorable)	% Favorable (Unfavorable)	
<b>OPERATING REVENUE:</b>											
Passenger Fares	\$ 5,748	\$ 8,972	\$ -	\$ -	\$ 2,537	\$ 4,045	8,285	13,017	(4,732)	-36.4%	
Advertising, Rent and Other	459	655	-	-	254	315	713	970	(257)	-26.5%	
Total Operating Revenue	6,207	9,627	-	-	2,791	4,360	8,998	13,987	(4,989)	-35.7%	
<b>OPERATING EXPENSES</b>											
Bus Operations	39,193	42,691	-	-	-	-	39,193	42,691	3,498	8.2%	(1)
Rail Operations	8,819	11,525	-	-	11,650	13,663	20,469	25,188	4,719	18.7%	(2)
Planning	418	1,346	8	375	-	-	426	1,721	1,295	75.2%	(3)
Capital Programs	5,225	7,710	912	287	240	495	6,377	8,492	2,115	24.9%	(4)
Safety, Security and Asset Management	2,709	4,121	-	-	1,163	1,985	3,872	6,106	2,234	36.6%	(5)
General Counsel	1,831	2,707	-	39	-	-	1,831	2,746	915	33.3%	(6)
Finance and Administration	6,278	8,319	26	-	-	-	6,304	8,319	2,015	24.2%	(7)
Communications	1,569	2,260	-	-	24	10	1,593	2,270	677	29.8%	(8)
Executive Office	1,959	1,770	-	-	-	-	1,959	1,770	(189)	-10.7%	(9)
Board Office	152	126	-	-	-	-	152	126	(26)	-20.6%	(10)
FasTracks Service Increase	(3,224)	(3,224)	3,224	3,224	-	-	-	-	-	0.0%	
Depreciation and Other Non-Departmental	17,277	15,937	42,496	33,948	403	9,571	60,176	59,456	(720)	-1.2%	
Total Operating Expenses	82,206	95,288	46,666	37,873	13,480	25,724	142,352	158,885	16,533	10.4%	
<b>OPERATING INCOME/(LOSS)</b>	<b>(75,999)</b>	<b>(85,661)</b>	<b>(46,666)</b>	<b>(37,873)</b>	<b>(10,689)</b>	<b>(21,364)</b>	<b>(133,354)</b>	<b>(144,898)</b>	<b>11,544</b>	<b>8.0%</b>	
<b>NONOPERATING REVENUE (EXPENSES)</b>											
Sales & Use Tax	59,170	57,120	36,294	21,565	3,152	16,532	98,616	95,217	3,399	3.6%	
Operating Grants	(4)	14,763	-	98	-	-	(4)	14,861	(14,865)	-100.0%	
Investment Income	193	-	272	-	-	-	465	-	465	0.0%	
Other Income	212	527	1,334	1,386	-	9	1,546	1,922	(376)	-19.6%	
Gain/(Loss) Capital Assets	-	-	-	-	-	-	-	-	-	0.0%	
Interest Expense	(2,310)	(2,515)	(25,243)	(27,022)	-	-	(27,553)	(29,537)	1,984	6.7%	
Net Nonoperating Revenue (Expense)	57,261	69,895	12,657	(3,973)	3,152	16,541	73,070	82,463	(9,393)	-11.4%	
<b>INCOME BEFORE CAPITAL GRANTS</b>	<b>(18,738)</b>	<b>(15,766)</b>	<b>(34,009)</b>	<b>(41,846)</b>	<b>(7,537)</b>	<b>(4,823)</b>	<b>(60,284)</b>	<b>(62,435)</b>	<b>2,151</b>	<b>-3.4%</b>	
Capital Grants and Local Contributions	9,814	1,743	171	3,908	-	-	9,985	5,651	4,334	76.7%	(11)
<b>INCREASE/(DECREASE) IN NET POSITION</b>	<b>\$ (8,924)</b>	<b>\$ (14,023)</b>	<b>\$ (33,838)</b>	<b>\$ (37,938)</b>	<b>\$ (7,537)</b>	<b>\$ (4,823)</b>	<b>\$ (50,299)</b>	<b>\$ (56,784)</b>	<b>\$ 6,485</b>	<b>-11.4%</b>	

- (1) Variance is due to lower parts, suppliers and purchased transportation.
- (2) Variance is due to lower labor, repair parts and purchased transportation.
- (3) Variance is due to projects budgeted evenly across year but not yet started.
- (4) Variance is due to timing of project expenses not yet incurred, many of which are grant-funded.
- (5) Variance is due to lower outside security services costs.
- (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 to timing of hosting services charges for MinuteTraq.
- (11) Variance due to timing of grant fund draws, particularly the Eagle P3 FFGA and preventive maintenance grants typically drawn late in the year.



REGIONAL TRANSPORTATION DISTRICT  
RIDERSHIP  
(UNAUDITED)



2021 RIDERSHIP (in Thousands)																
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	YTD 2021	YTD 2020	Change	% Change
Fixed Route	1,881	1,740	-	-	-	-	-	-	-	-	-	-	3,621	9,083	(5,462)	-60.1%
Flatiron Flyer	41	40	-	-	-	-	-	-	-	-	-	-	80	553	(473)	-85.5%
FlexRide & Special Services	13	14	-	-	-	-	-	-	-	-	-	-	27	88	(61)	-69.3%
<b>Total Bus Service</b>	<b>1,935</b>	<b>1,793</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,728</b>	<b>9,724</b>	<b>(5,996)</b>	<b>-61.7%</b>
C Line	29	-	-	-	-	-	-	-	-	-	-	-	29	412	(383)	-93.0%
D Line	77	95	-	-	-	-	-	-	-	-	-	-	172	520	(347)	-66.8%
E Line	153	142	-	-	-	-	-	-	-	-	-	-	295	657	(362)	-55.0%
F Line	-	-	-	-	-	-	-	-	-	-	-	-	-	469	(469)	-100.0%
H Line	90	83	-	-	-	-	-	-	-	-	-	-	173	706	(533)	-75.5%
L Line	25	22	-	-	-	-	-	-	-	-	-	-	47	110	(63)	-57.4%
R Line	57	53	-	-	-	-	-	-	-	-	-	-	110	319	(208)	-65.4%
W Line	123	111	-	-	-	-	-	-	-	-	-	-	234	661	(427)	-64.6%
<b>Total Light Rail</b>	<b>555</b>	<b>506</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,061</b>	<b>3,853</b>	<b>(2,793)</b>	<b>-72.5%</b>
A Line	268	256	-	-	-	-	-	-	-	-	-	-	524	1,217	(693)	-57.0%
B Line	7	6	-	-	-	-	-	-	-	-	-	-	12	66	(53)	-81.2%
G Line	46	40	-	-	-	-	-	-	-	-	-	-	86	292	(206)	-70.5%
N Line	44	38	-	-	-	-	-	-	-	-	-	-	82	-	82	0.0%
<b>Total Commuter Rail</b>	<b>366</b>	<b>339</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>704</b>	<b>1,575</b>	<b>(871)</b>	<b>-55.3%</b>
Access-a-Ride	24	25	-	-	-	-	-	-	-	-	-	-	49	121	(72)	-59.4%
Access-a-Cab	7	7	-	-	-	-	-	-	-	-	-	-	14	18	(4)	-23.6%
Vanpool	6	6	-	-	-	-	-	-	-	-	-	-	12	37	(25)	-67.5%
<b>Total Revenue Service</b>	<b>2,893</b>	<b>2,674</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,568</b>	<b>15,328</b>	<b>(9,761)</b>	<b>-63.7%</b>
Mall Shuttle	184	171	-	-	-	-	-	-	-	-	-	-	355	1,621	(1,266)	-78.1%
MetroRide	-	-	-	-	-	-	-	-	-	-	-	-	-	106	(106)	-100.0%
<b>Total Non-Revenue Services</b>	<b>184</b>	<b>171</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>355</b>	<b>1,727</b>	<b>(1,372)</b>	<b>-79.4%</b>
<b>Total System</b>	<b>3,077</b>	<b>2,845</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,923</b>	<b>17,055</b>	<b>(11,133)</b>	<b>-65.3%</b>



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



**2020 AMENDED BUDGET**

	Risk Level	Actual		Estimated			Estimated in MTFP 2022	Estimated in MTFP Cash Flow 2023-2026	Estimated in LRP 2027-2030	Estimated in LRP 2031-2040	Total
		2013-2018	2019	2020	2021	2013-2021					
<b>IDENTIFIED SOURCES:</b>											
Limit Fastracks funding increases for bus and paratransit expansion to CPI	Medium	\$ 36,107	\$ 13,377	\$ 15,441	\$ 17,658	\$ 82,583	\$ 20,034	\$ 85,883	\$ 94,956	\$ 273,651	\$ 557,107
<u>Reduce Fastracks Minimum Unrestricted Fund Balance from \$150 million</u>	Medium	-	-	-	-	-	-	-	-	-	-
Reduce Fastracks Operating and Maintenance Fund Balance from 3 to 2 mont	Medium	-	-	-	-	-	-	-	-	-	-
Defer the Union Pacific Railroad (UPRR) relocation for the SW Corridor Extensi	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
<u>Sales tax audit parity</u>	Low	-	-	-	-	-	-	-	-	-	-
<b>Total Sources</b>		<b>125,375</b>	<b>13,377</b>	<b>31,542</b>	<b>17,658</b>	<b>187,952</b>	<b>20,034</b>	<b>85,883</b>	<b>111,557</b>	<b>273,651</b>	<b>679,077</b>
<b>IDENTIFIED USES:</b>											
US36 Project draws <sup>1</sup>		(2,113)	(36)	(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)	-	(44,144)	(16,601)	-	(60,747)
Return to 3 months O&M Fund Balance <sup>1</sup>		-	-	-	-	-	-	-	-	-	-
<b>Total Uses</b>		<b>(46,632)</b>	<b>(36)</b>	<b>(103)</b>	<b>(3,877)</b>	<b>(50,648)</b>	<b>-</b>	<b>(44,144)</b>	<b>(49,905)</b>	<b>-</b>	<b>(144,697)</b>
<b>Net Sources and Uses</b>		<b>\$ 78,743</b>	<b>\$ 13,341</b>	<b>\$ 31,439</b>	<b>\$ 13,781</b>	<b>\$ 137,304</b>	<b>\$ 20,034</b>	<b>\$ 41,739</b>	<b>\$ 61,652</b>	<b>\$ 273,651</b>	<b>\$ 534,380</b>
<b>Fastracks Internal Savings Account Balance</b>		<b>\$ 78,743</b>	<b>\$ 92,084</b>	<b>\$ 123,523</b>	<b>\$ 137,304</b>	<b>\$ 137,304</b>	<b>\$ 157,338</b>	<b>\$ 199,077</b>	<b>\$ 260,729</b>	<b>\$ 534,380</b>	<b>\$ 534,380</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.