

# Board Briefing - July 2021



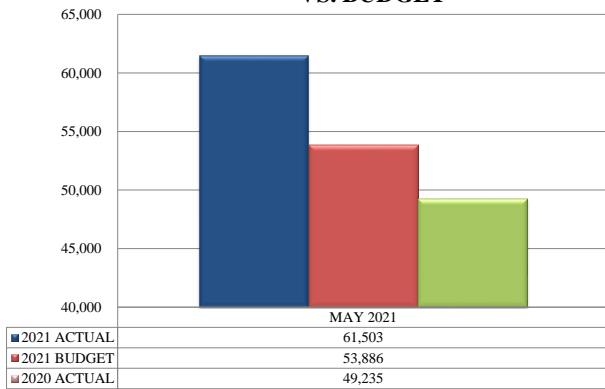
## UNAUDITED MONTHLY FINANCIAL STATUS REPORT MAY 2021

MAY 2021 ACTUAL VS. BUDGET	YTD 2021 ACTUAL VS. BUDGET	MAY 2021 VS. 2020	YEAR TO DATE 2021 VS. 2020
S&U TAX 14.1% ↑	S&U TAX 10.1% ↑	S&U TAX 24.9% ↑	S&U TAX 18.9% ↑
RIDERSHIP -5.6% ↓	RIDERSHIP -9.1% ↓	RIDERSHIP 20.4% ↑	RIDERSHIP -42.7% ↓
FARE REVENUE -17.7% ↓	FARE REVENUE -27.1% ↓	FARE REVENUE -5048.8% ↑	FARE REVENUE -26.6% ↓

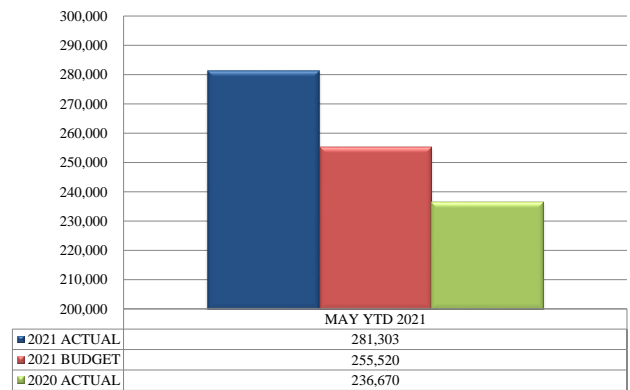
### SALES AND USE TAX MAY 2021

(In Thousands)	2021 ACTUAL	2021 BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE TO 2020	VARIANCE % TO 2020
MONTH	61,503	53,886	7,617	14.1%	49,235	12,268	24.9%
YTD	281,303	255,520	25,784	10.1%	236,670	44,633	18.9%

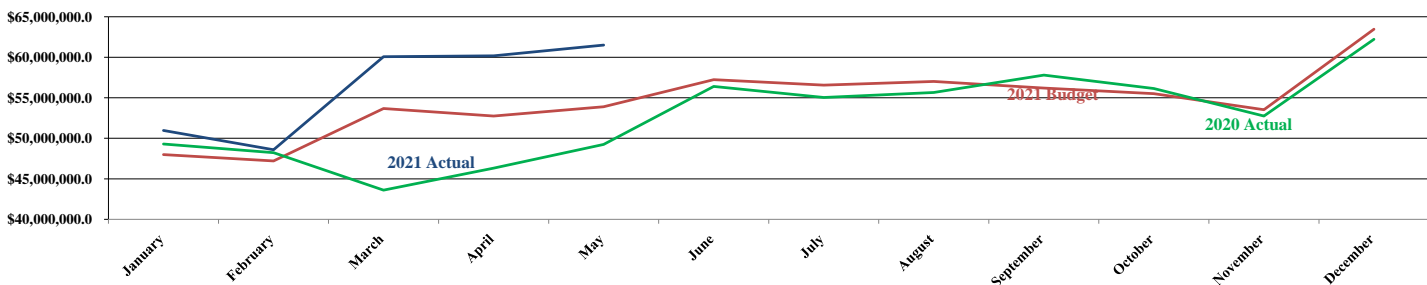
S&U TAX - MAY 2021  
VS. BUDGET ACTUAL



S&U TAX - YTD  
ACTUAL VS. BUDGET



### SALES AND USE TAX TRENDS

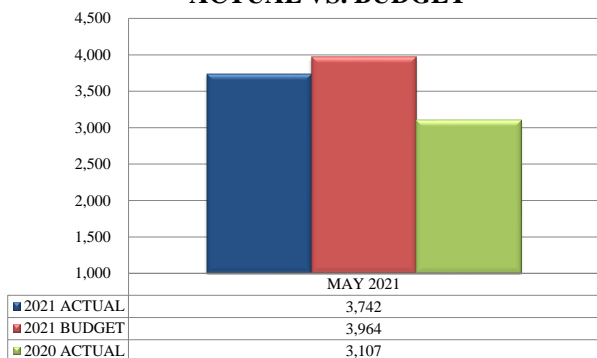


# RIDERSHIP MAY 2021

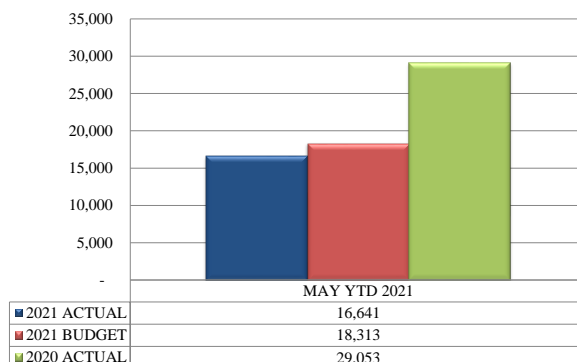


(In Thousands)	2021 ACTUAL	2021 BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	3,742	3,964	(222)	-5.6%	3,107	635	20.4%
<b>YEAR TO DATE</b>	16,641	18,313	(1,672)	-9.1%	29,053	(12,412)	-42.7%

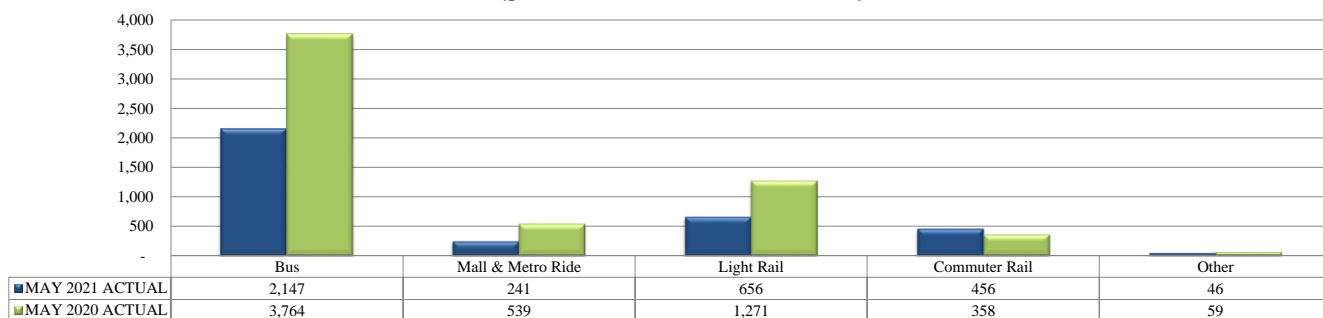
**RIDERSHIP - MAY 2021  
ACTUAL VS. BUDGET**



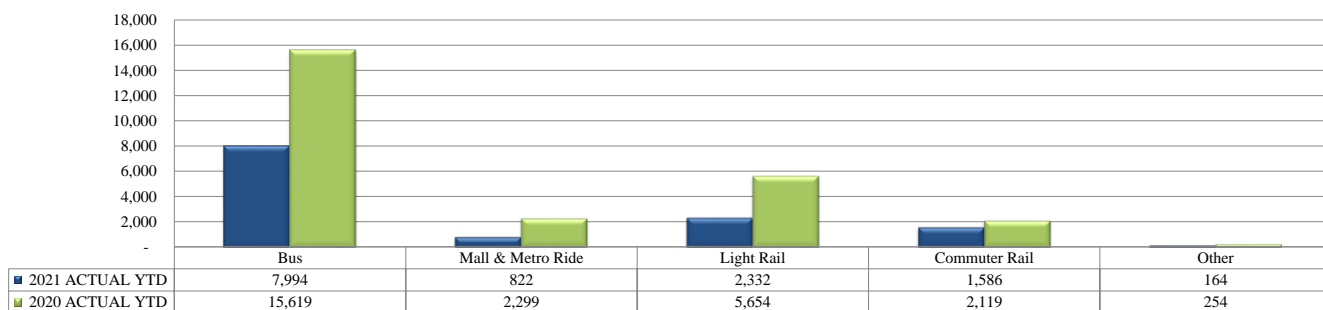
**RIDERSHIP - YTD  
ACTUAL VS. BUDGET**



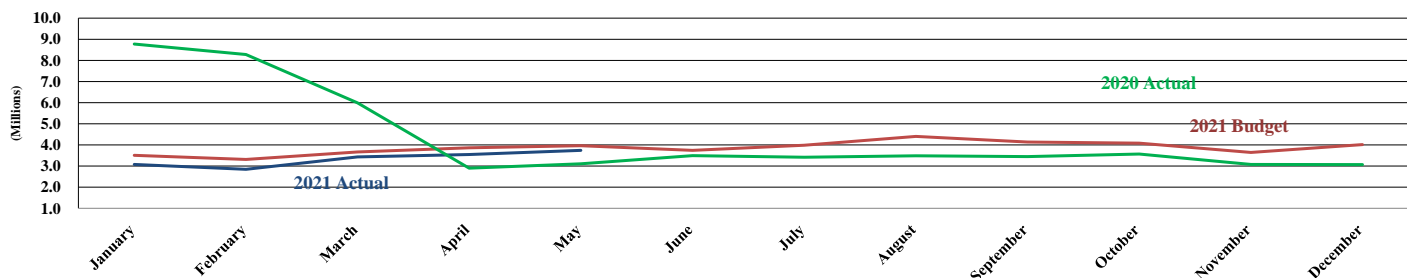
## RIDERSHIP BY TYPE - MAY 2021



## RIDERSHIP BY TYPE - YTD



## RIDERSHIP TRENDS



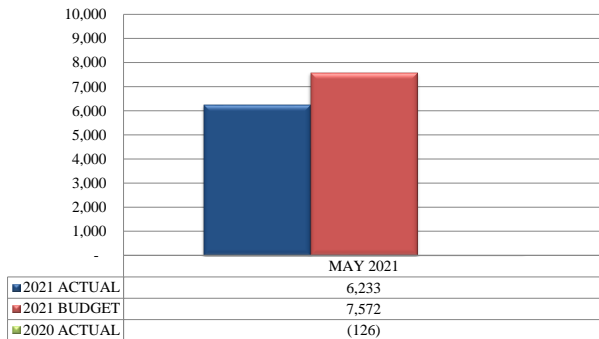
Fares were suspended on April 5, 2020 and resumed on July 1, 2020 due to the COVID-19 pandemic  
The N Line opened on September 21, 2020. Fares were suspended for the first week and then will be only local fares for the first six months through March 27, 2021.

# FARE REVENUE MAY 2021

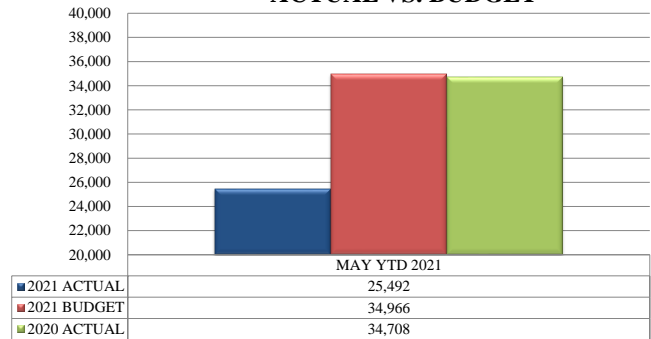


<i>(In Thousands)</i>	2021 ACTUAL	2021 BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	<b>6,233</b>	<b>7,572</b>	<b>(1,339)</b>	<b>-17.7%</b>	<b>(126)</b>	<b>6,359</b>	<b>-5048.8%</b>
<b>YEAR TO DATE</b>	<b>25,492</b>	<b>34,966</b>	<b>(9,474)</b>	<b>-27.1%</b>	<b>34,708</b>	<b>(9,216)</b>	<b>-26.6%</b>

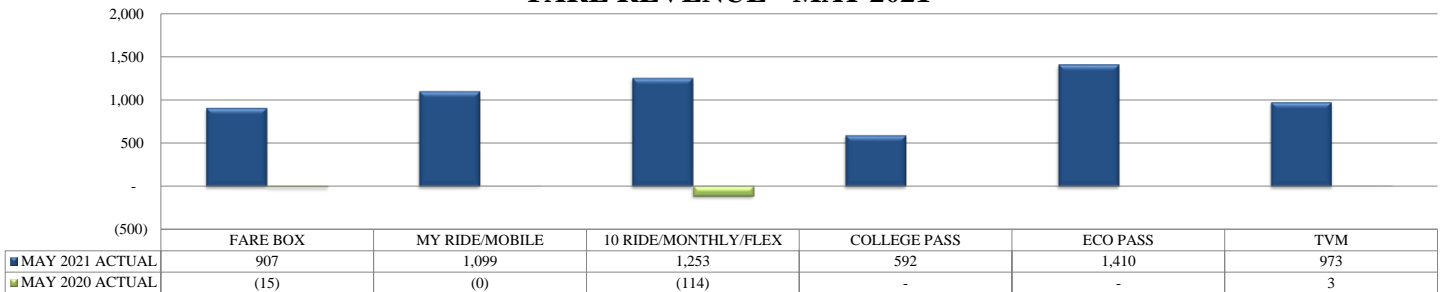
**FARE REVENUE - MAY 2021  
ACTUAL VS. BUDGET**



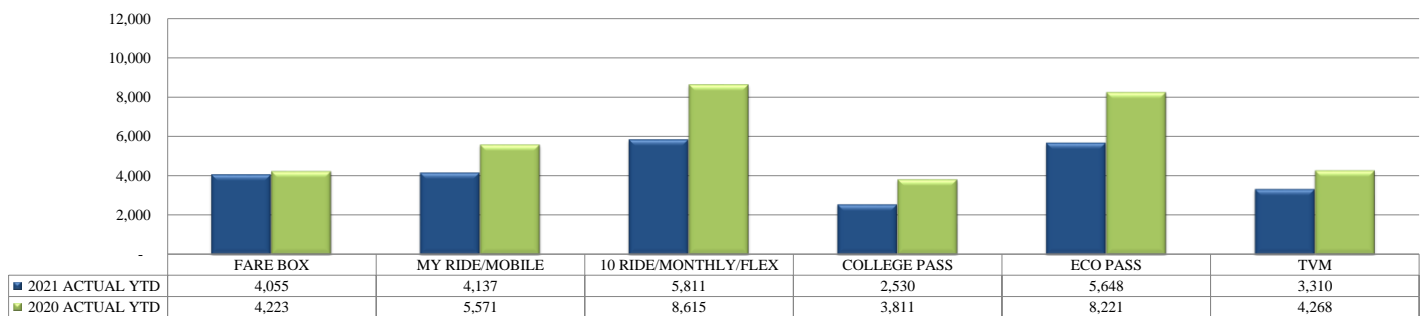
**FARE REVENUE - YTD  
ACTUAL VS. BUDGET**



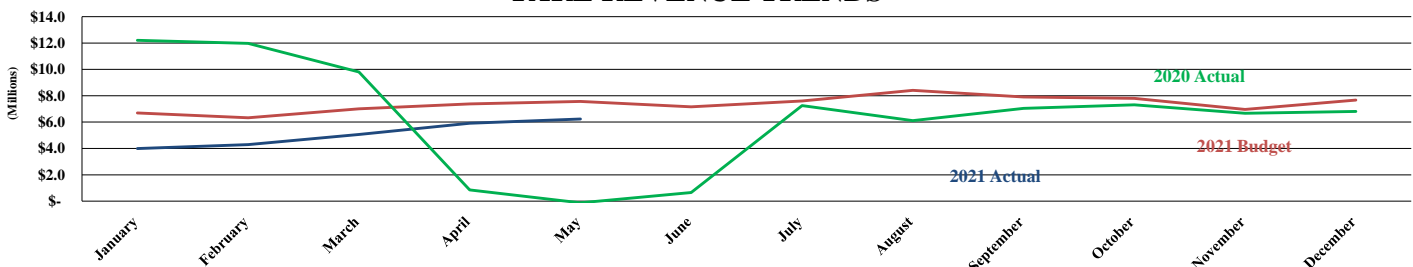
**FARE REVENUE - MAY 2021**



**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**

**MAY 31, 2021**

(UNAUDITED)

(In Thousands)



	<b>2021 Base System</b>	<b>2021 FasTracks Project</b>	<b>2021 FasTracks Ops</b>	<b>2021 Combined</b>	<b>Dec 31, 2020 Combined</b>	<b>Change</b>
<b>ASSETS</b>						
<b>CURRENT ASSETS:</b>						
Cash & Cash Equivalents	\$ 211,017	\$ 351,120	\$ 39,885	\$ 602,022	\$ 657,567	\$ (55,545)
Receivables:						
Sales Taxes	73,006	48,671	-	121,677	114,958	6,719
Grants	75,467	-	-	75,467	5,485	69,982
Other (less allowance for doubtful accts)	5,660	4,530	-	10,190	8,551	1,639
Total Net Receivables	154,133	53,201	-	207,334	128,994	78,340
Inventory	33,443	-	-	33,443	34,253	(810)
Restricted Debt Service/Project Funds	59,309	80,842	-	140,151	88,497	51,654
Other Assets	6,138	1,903	1,255	9,296	9,817	(521)
<b>TOTAL CURRENT ASSETS</b>	<b>464,040</b>	<b>487,066</b>	<b>41,140</b>	<b>992,246</b>	<b>919,128</b>	<b>73,118</b>
<b>NONCURRENT ASSETS:</b>						
Capital Assets:						
Land	171,786	689,348	-	861,134	860,458	676
Land Improvements	1,307,245	4,532,669	-	5,839,914	5,838,359	1,555
Buildings	297,053	392,883	-	689,936	689,916	20
Revenue Earning Equipment	772,204	774,940	-	1,547,144	1,361,911	185,233
Shop, Maintenance & Other Equipment	198,384	7,890	-	206,274	394,412	(188,138)
Construction in Progress	52,947	70,489	-	123,436	133,676	(10,240)
Total Capital Assets	2,799,619	6,468,219	-	9,267,838	9,278,732	(10,894)
Accumulated Depreciation	(1,593,324)	(1,207,207)	-	(2,800,531)	(2,678,674)	(121,857)
Net Capital Assets	1,206,295	5,261,012	-	6,467,307	6,600,058	(132,751)
TABOR Reserves	9,039	10,178	-	19,217	19,258	(41)
Restricted Debt Service/Debt Service Reserves	29,139	65,840	-	94,979	94,771	208
Deposits	1,500	-	-	1,500	1,500	-
<b>TOTAL NONCURRENT ASSETS</b>	<b>1,245,973</b>	<b>5,337,030</b>	<b>-</b>	<b>6,583,003</b>	<b>6,715,587</b>	<b>(132,584)</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,710,013</b>	<b>\$ 5,824,096</b>	<b>\$ 41,140</b>	<b>\$ 7,575,249</b>	<b>\$ 7,634,715</b>	<b>\$ (59,466)</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<b>\$ 34,478</b>	<b>\$ 25,510</b>	<b>\$ -</b>	<b>\$ 59,988</b>	<b>\$ 61,812</b>	<b>\$ (1,824)</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**

**MAY 31, 2021**

(UNAUDITED)

(In Thousands)



	<b>2021 Base System</b>	<b>2021 FasTracks Project</b>	<b>2021 FasTracks Ops</b>	<b>2021 Combined</b>	<b>Dec 31, 2020 Combined</b>	<b>Change</b>
<b>LIABILITIES</b>						
<b>CURRENT LIABILITIES:</b>						
Accounts & Contracts Payable	\$ 33,212	\$ 17,192	\$ -	\$ 50,404	\$ 89,774	\$ (39,370)
Current Portion of Long Term Debt	63,846	13,250	-	77,096	77,096	-
Accrued Compensation	25,341	-	-	25,341	27,408	(2,067)
Accrued Interest Payable	6,719	22,159	-	28,878	19,556	9,322
Other	25,333	2,001	(600)	26,734	19,173	7,561
<b>TOTAL CURRENT LIABILITIES</b>	<b>154,451</b>	<b>54,602</b>	<b>(600)</b>	<b>208,453</b>	<b>233,007</b>	<b>(24,554)</b>
<b>NONCURRENT LIABILITIES:</b>						
Long Term Debt	344,151	2,879,092	-	3,223,243	3,222,791	452
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>628,942</b>	<b>3,447,382</b>	<b>-</b>	<b>4,076,324</b>	<b>4,075,872</b>	<b>452</b>
<b>TOTAL LIABILITIES</b>	<b>\$ 783,393</b>	<b>\$ 3,501,984</b>	<b>\$ (600)</b>	<b>\$ 4,284,777</b>	<b>\$ 4,308,879</b>	<b>\$ (24,102)</b>
<b>DEFERRED INFLOW OF RESOURCES</b>	<b>\$ 25,359</b>	<b>\$ 5,056</b>	<b>\$ -</b>	<b>\$ 30,415</b>	<b>\$ 25,655</b>	<b>\$ 4,760</b>
<b>NET POSITION</b>						
Net Investment in Capital Assets	\$ 828,127	\$ 1,855,238	\$ -	\$ 2,683,365	\$ 2,813,989	\$ (130,624)
Restricted - Debt Service, Projects and Deferrals	63,362	108,826	-	172,188	120,345	51,843
Restricted - TABOR Reserves	13,917	4,887	4,237	23,041	26,861	(3,820)
Restricted - FasTracks	-	235,069	-	235,069	216,395	18,674
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	232,832	414	-	233,246	231,843	1,403
Net Pension Liability - Represented	(244,099)	-	-	(244,099)	(244,099)	-
<b>TOTAL NET POSITION</b>	<b>\$ 935,739</b>	<b>\$ 2,342,566</b>	<b>\$ 41,740</b>	<b>\$ 3,320,045</b>	<b>\$ 3,361,993</b>	<b>\$ (41,948)</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 1,744,491</b>	<b>\$ 5,849,609</b>	<b>\$ 41,140</b>	<b>\$ 7,635,237</b>	<b>\$ 7,696,527</b>	<b>\$ (61,290)</b>

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

**MAY 31, 2021**

(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	\$ 17,622	\$ 24,095	\$ -	\$ -	\$ 7,869	\$ 10,871	25,491	34,966	(9,475)	-27.1%
Advertising, Rent and Other	1,050	1,638	-	-	446	675	1,496	2,313	(817)	-35.3%
Total Operating Revenue	18,672	25,733	-	-	8,315	11,546	26,987	37,279	(10,292)	-27.6%
<b>OPERATING EXPENSES</b>										
Bus Operations	108,883	106,934	-	-	-	-	108,883	106,934	(1,949)	-1.8%
Rail Operations	22,923	28,813	-	-	24,164	34,170	47,087	62,983	15,896	25.2%
Planning	1,176	3,341	16	937	-	-	1,192	4,278	3,086	72.1%
Capital Programs	17,037	20,410	2,250	718	772	1,227	20,059	22,355	2,296	10.3%
Safety, Security and Asset Management	8,396	10,516	-	-	3,648	4,963	12,044	15,479	3,435	22.2%
General Counsel	5,424	7,018	84	97	-	-	5,508	7,115	1,607	22.6%
Finance and Administration	19,251	20,804	33	-	-	-	19,284	20,804	1,520	7.3%
Communications	4,481	5,670	-	-	27	24	4,508	5,694	1,186	20.8%
Executive Office	3,757	4,319	-	-	-	-	3,757	4,319	562	13.0%
Board Office	370	400	-	-	-	-	370	400	30	7.5%
FasTracks Service Increase	(8,060)	(8,060)	8,060	8,060	-	-	-	-	-	0.0%
Depreciation and Other Non-Departmental	49,405	39,779	102,972	84,870	1,548	24,860	153,925	149,509	(4,416)	-3.0%
Total Operating Expenses	233,043	239,944	113,415	94,682	30,159	65,244	376,617	399,870	23,253	5.8%
<b>OPERATING INCOME/(LOSS)</b>	<b>(214,371)</b>	<b>(214,211)</b>	<b>(113,415)</b>	<b>(94,682)</b>	<b>(21,844)</b>	<b>(53,698)</b>	<b>(349,630)</b>	<b>(362,591)</b>	<b>12,961</b>	<b>3.6%</b>
<b>NONOPERATING REVENUE (EXPENSES)</b>										
Sales & Use Tax	168,782	153,312	101,175	57,879	11,346	44,329	281,303	255,520	25,783	10.1%
Operating Grants	62,682	36,908	2,247	377	7,193	-	72,122	37,285	34,837	93.4%
Investment Income	211	-	7,346	-	-	-	7,557	-	7,557	0.0%
Other Income	1,456	1,317	3,461	3,466	-	43	4,917	4,826	91	1.9%
Gain/(Loss) Capital Assets	218	-	(385)	-	-	-	(167)	-	(167)	0.0%
Interest Expense	(5,775)	(6,100)	(64,017)	(67,369)	-	-	(69,792)	(73,469)	3,677	5.0%
Net Nonoperating Revenue (Expense)	227,574	185,437	49,827	(5,647)	18,539	44,372	295,940	224,162	71,778	32.0%
<b>INCOME BEFORE CAPITAL GRANTS</b>	<b>13,203</b>	<b>(28,774)</b>	<b>(63,588)</b>	<b>(100,329)</b>	<b>(3,305)</b>	<b>(9,326)</b>	<b>(53,690)</b>	<b>(138,429)</b>	<b>84,739</b>	<b>-61.2%</b>
Capital Grants and Local Contributions	11,781	6,681	353	14,981	-	-	12,134	21,662	(9,528)	-44.0%
<b>INCREASE/(DECREASE) IN NET POSITION</b>	<b>\$ 24,984</b>	<b>\$ (22,093)</b>	<b>\$ (63,235)</b>	<b>\$ (85,348)</b>	<b>\$ (3,305)</b>	<b>\$ (9,326)</b>	<b>\$ (41,556)</b>	<b>\$ (116,767)</b>	<b>\$ 75,211</b>	<b>-64.4%</b>

- (1) Variance is due to call back of laid-off frontline employees in January
- (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 as well as lower insurance claims costs
- (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 coding of certain budgeted compensation done at the Executive level for confidentiality purposes regarding January layoffs
- (10) Variance due to timing of Accountability Committee invoices
- (11) Variance due to drawing CRRSAA grant funds that weren't known for the 2021 Adopted Budget when appropriated by the RTD Board

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

**MAY 31, 2021**

(In Thousands)



**2021 ACTUAL VS. BUDGET**

	<b>January 2021</b>	<b>February 2021</b>	<b>March 2021</b>	<b>April 2021</b>	<b>May 2021</b>	<b>June 2021</b>	<b>July 2021</b>	<b>August 2021</b>	<b>September 2021</b>	<b>October 2021</b>	<b>November 2021</b>	<b>December 2021</b>	<b>Total Year To Date</b>
<b>Actual</b>	\$ 50,966	\$ 48,590	\$ 60,070	\$ 60,174	\$ 61,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,303
<b>Budget</b>	47,994	47,207	53,678	52,755	53,886	57,238	56,572	57,026	56,192	55,510	53,521	63,464	655,042
<b>Favorable/(Unfavorable)</b>	<b>\$ 2,972</b>	<b>\$ 1,383</b>	<b>\$ 6,391</b>	<b>\$ 7,419</b>	<b>\$ 7,618</b>								
% Favorable/(Unfavorable) - Month	6.2%	2.9%	11.9%	14.1%	14.1%								
% Favorable/(Unfavorable) - YTD	6.2%	4.6%	7.2%	9.0%	10.1%								

**2021 VS. 2020 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>2021</b>	\$ 50,966	\$ 48,590	\$ 60,070	\$ 60,174	\$ 61,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,303
<b>2020</b>	49,293	48,223	43,604	46,315	49,235	56,393	55,044	55,653	57,796	56,151	52,740	62,218	632,665
Change from to 2020	\$ 1,673	\$ 367	\$ 16,466	\$ 13,859	\$ 12,269								
% Increase/(Decrease) by Month vs. 2020	3.4%	0.8%	37.8%	29.9%	24.9%								
% Increase YTD vs. 2020	3.4%	2.1%	13.1%	17.3%	18.9%								

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	2,056	2,079	2,127	-	-	-	-	-	-	-	9,883	16,911	(7,029)	-41.6%
Flatiron Flyer	41	40	48	53	55	-	-	-	-	-	-	-	236	803	(567)	-70.6%
FlexRide & Special Services	13	14	15	15	15	-	-	-	-	-	-	-	72	137	(65)	-47.6%
<b>Total Bus Service</b>	<b>1,935</b>	<b>1,793</b>	<b>2,120</b>	<b>2,147</b>	<b>2,196</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,191</b>	<b>17,852</b>	<b>(7,661)</b>	<b>-42.9%</b>
C Line	29	-	-	-	-	-	-	-	-	-	-	-	29	743	(714)	-96.1%
D Line	77	95	120	123	132	-	-	-	-	-	-	-	547	727	(179)	-24.7%
E Line	153	142	176	189	207	-	-	-	-	-	-	-	867	1,119	(251)	-22.5%
F Line	-	-	-	-	-	-	-	-	-	-	-	-	-	645	(645)	-100.0%
H Line	90	83	100	105	116	-	-	-	-	-	-	-	493	1,146	(653)	-57.0%
L Line	25	22	27	26	26	-	-	-	-	-	-	-	127	179	(52)	-29.3%
R Line	57	53	65	69	75	-	-	-	-	-	-	-	320	567	(248)	-43.6%
W Line	123	111	128	144	161	-	-	-	-	-	-	-	666	1,113	(448)	-40.2%
<b>Total Light Rail</b>	<b>555</b>	<b>506</b>	<b>616</b>	<b>656</b>	<b>717</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,049</b>	<b>6,240</b>	<b>(3,191)</b>	<b>-51.1%</b>
A Line	268	256	327	343	393	-	-	-	-	-	-	-	1,586	1,796	(210)	-11.7%
B Line	7	6	6	8	9	-	-	-	-	-	-	-	36	98	(63)	-63.9%
G Line	46	40	47	55	60	-	-	-	-	-	-	-	248	490	(242)	-49.4%
N Line	44	38	46	51	52	-	-	-	-	-	-	-	230	-	230	0.0%
<b>Total Commuter Rail</b>	<b>366</b>	<b>339</b>	<b>426</b>	<b>456</b>	<b>514</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,100</b>	<b>2,385</b>	<b>(285)</b>	<b>-11.9%</b>
Access-a-Ride	24	25	30	33	35	-	-	-	-	-	-	-	146	176	(30)	-17.0%
Access-a-Cab	7	7	7	8	7	-	-	-	-	-	-	-	35	34	2	5.0%
Vanpool	6	6	6	6	5	-	-	-	-	-	-	-	30	67	(37)	-55.5%
<b>Total Revenue Service</b>	<b>2,893</b>	<b>2,674</b>	<b>3,204</b>	<b>3,305</b>	<b>3,474</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,551</b>	<b>26,753</b>	<b>(11,202)</b>	<b>-41.9%</b>
Mall Shuttle	184	171	226	241	268	-	-	-	-	-	-	-	1,090	2,161	(1,071)	-49.6%
MetroRide	-	-	-	-	-	-	-	-	-	-	-	-	-	139	(139)	-100.0%
<b>Total Non-Revenue Services</b>	<b>184</b>	<b>171</b>	<b>226</b>	<b>241</b>	<b>268</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,090</b>	<b>2,299</b>	<b>(1,209)</b>	<b>-52.6%</b>
<b>Total System</b>	<b>3,077</b>	<b>2,845</b>	<b>3,431</b>	<b>3,546</b>	<b>3,742</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,641</b>	<b>29,053</b>	<b>(12,411)</b>	<b>-42.7%</b>



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



**2021 ADOPTED 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
<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>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.