

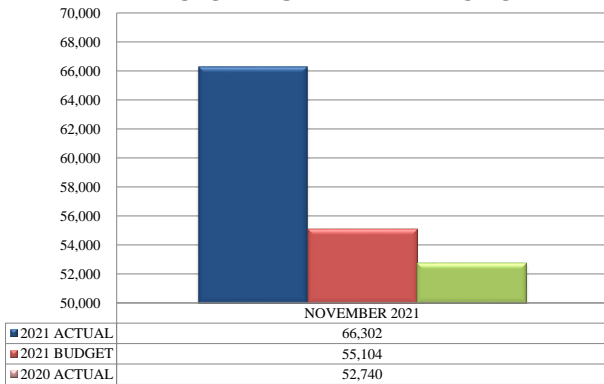
## Unaudited Monthly Financial Statements - November 2021

NOVEMBER 2021 ACTUAL VS. BUDGET		YTD 2021 ACTUAL VS. BUDGET		NOVEMBER 2021 VS. 2020		YEAR TO DATE 2021 VS. 2020	
S&U TAX	20.3% ↑	S&U TAX	10.5% ↑	S&U TAX	25.7% ↑	S&U TAX	19.7% ↑
RIDERSHIP	13.7% ↑	RIDERSHIP	2.6% ↑	RIDERSHIP	48.0% ↑	RIDERSHIP	-10.3% ↓
FARE REVENUE	13.1% ↑	FARE REVENUE	13.5% ↑	FARE REVENUE	-5.5% ↓	FARE REVENUE	1.0% ↑

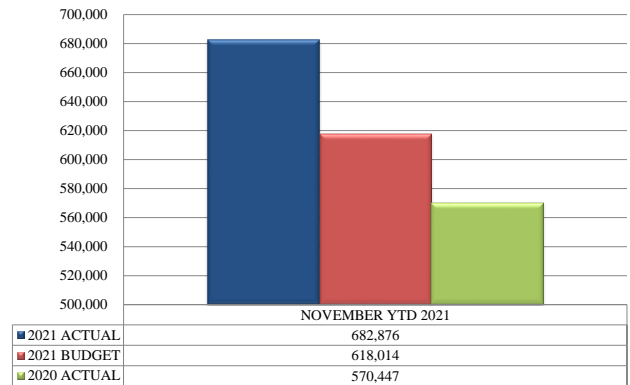
### SALES AND USE TAX NOVEMBER 2021

(In Thousands)	2021 ACTUAL	2021 AMENDED BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE TO 2020	VARIANCE % TO 2020
MONTH	66,302	55,104	11,198	20.3%	52,740	13,562	25.7%
YTD	682,876	618,014	64,862	10.5%	570,447	112,429	19.7%

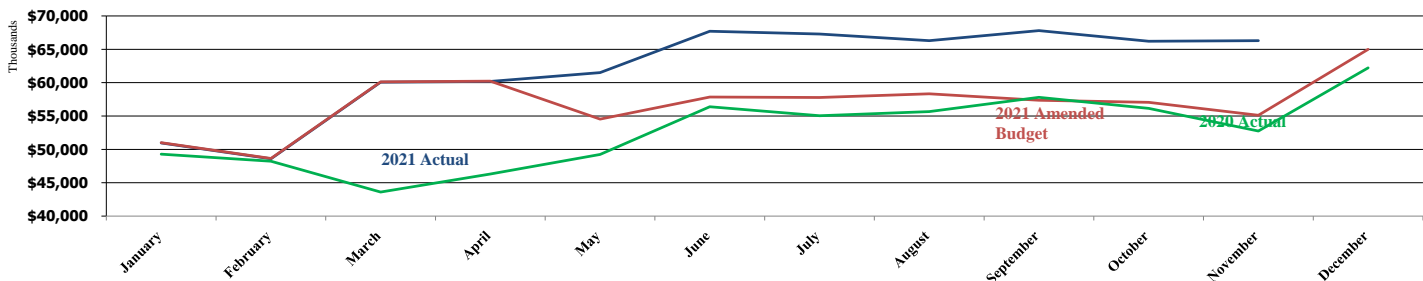
S&U TAX - NOVEMBER 2021 ACTUAL VS. AMENDED BUDGET



S&U TAX - YTD ACTUAL VS. AMENDED BUDGET



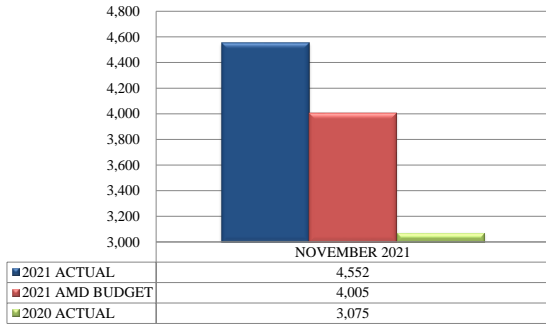
### SALES AND USE TAX TRENDS



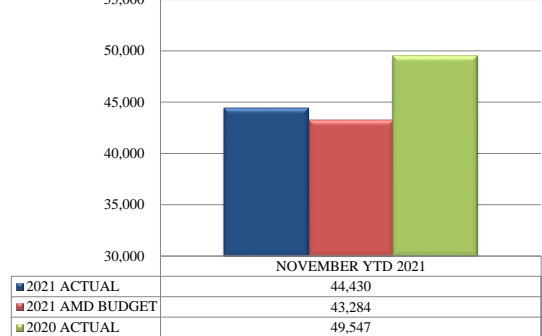
## RIDERSHIP (BOARDINGS) NOVEMBER 2021

<i>(In Thousands)</i>	2021 ACTUAL	2021 AMENDED BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	4,552	4,005	547	13.7%	3,075	1,477	48.0%
<b>YEAR TO DATE</b>	44,430	43,284	1,146	2.6%	49,547	(5,117)	-10.3%

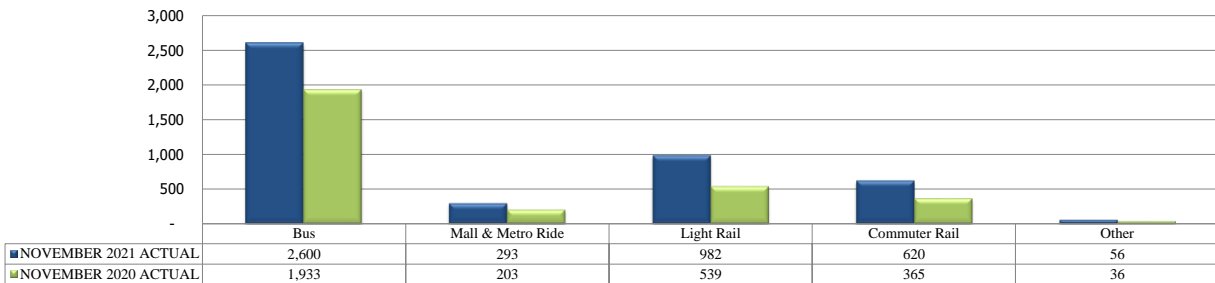
**RIDERSHIP - NOVEMBER 2021  
ACTUAL VS. AMENDED BUDGET**



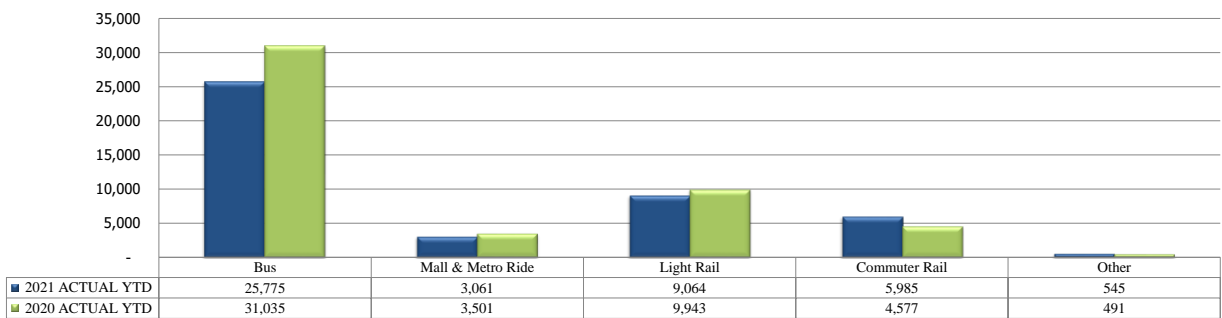
**RIDERSHIP - YTD  
ACTUAL VS. AMENDED BUDGET**



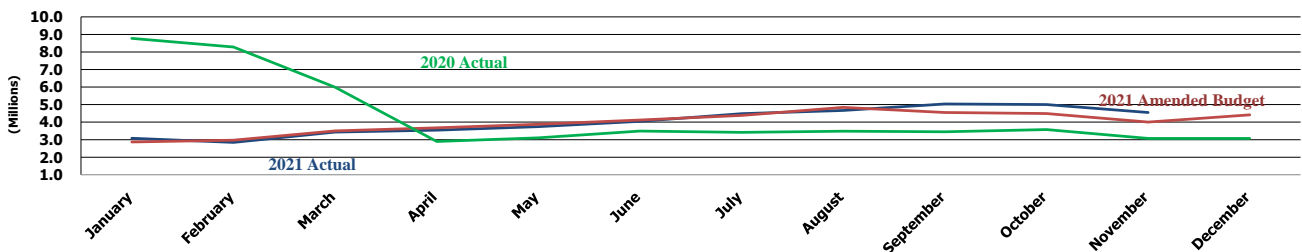
### RIDERSHIP BY TYPE - NOVEMBER 2021



### RIDERSHIP BY TYPE - YTD



### RIDERSHIP TRENDS

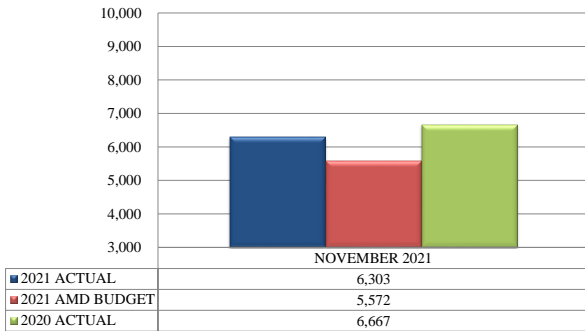


Fares were suspended on April 5, 2020 and resumed on July 1, 2020 due to the COVID-19 pandemic. The N Line opened on September 21, 2020. Fares were suspended for the first week and then were only local fares for the first six months through March 27, 2021.

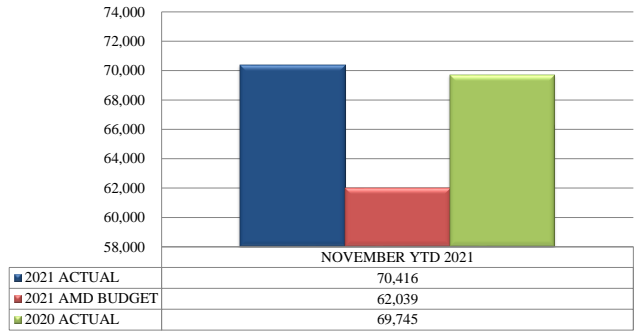
## FARE REVENUE NOVEMBER 2021

<i>(In Thousands)</i>	2021 ACTUAL	2021 AMENDED BUDGET	VARIANCE	VARIANCE %	2020 ACTUAL	VARIANCE	VARIANCE % to 2020
<b>MONTH</b>	<b>6,303</b>	<b>5,572</b>	<b>731</b>	<b>13.1%</b>	<b>6,667</b>	<b>(364)</b>	<b>-5.5%</b>
<b>YEAR TO DATE</b>	<b>70,416</b>	<b>62,039</b>	<b>8,377</b>	<b>13.5%</b>	<b>69,745</b>	<b>670</b>	<b>1.0%</b>

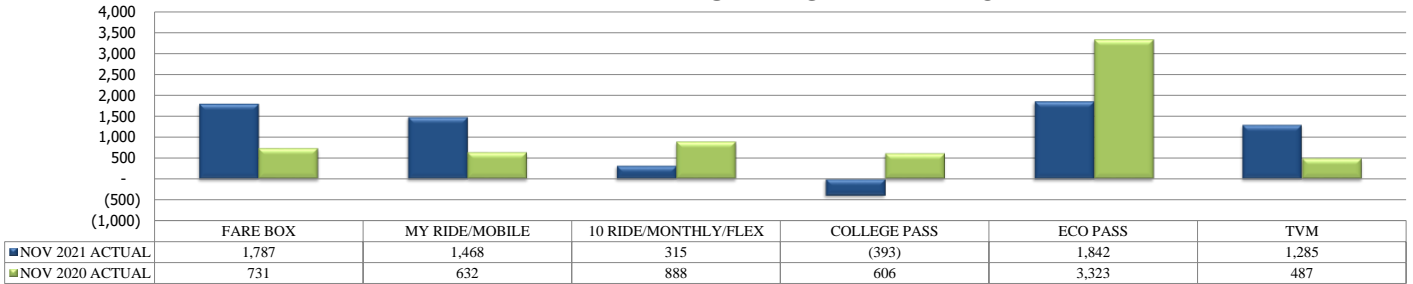
**FARE REVENUE - NOVEMBER 2021  
ACTUAL VS. AMENDED BUDGET**



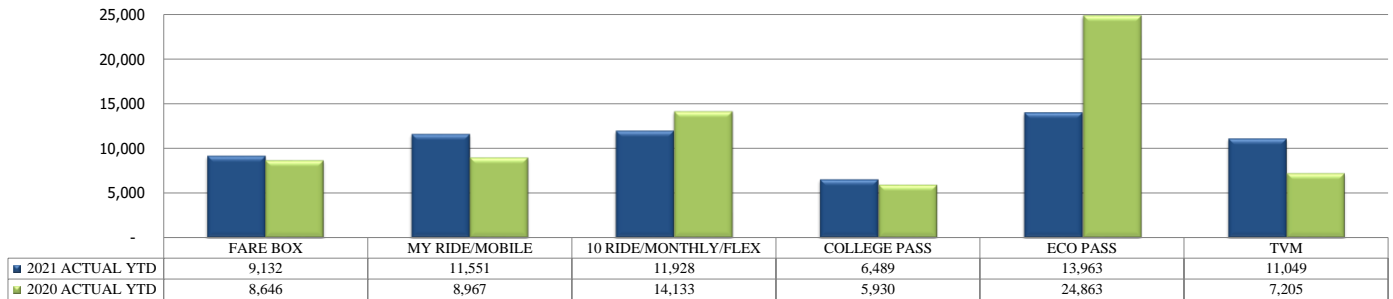
**FARE REVENUE - YTD  
ACTUAL VS. AMENDED BUDGET**



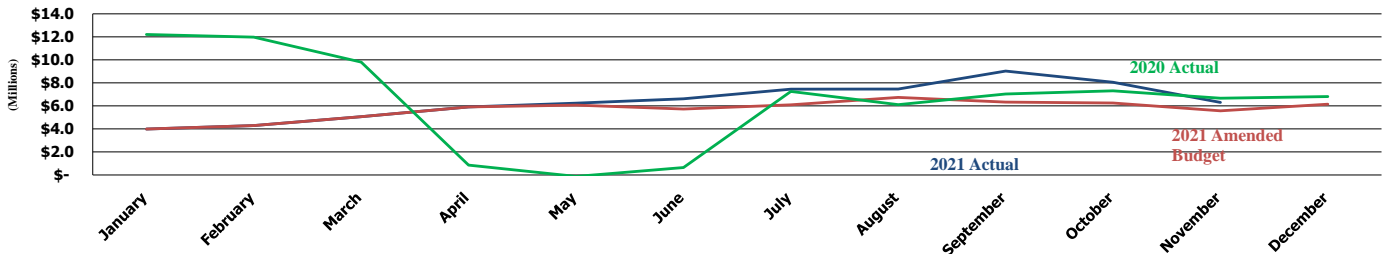
**FARE REVENUE - NOVEMBER 2021**



**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  
NOVEMBER 30, 2021  
(UNAUDITED)  
(In Thousands)**

	2021 Base System	2021 FasTracks Project	2021 FasTracks Ops	2021 Combined	Dec 31, 2020 Combined	Change
<b>ASSETS</b>						
<b>CURRENT ASSETS:</b>						
Cash & Cash Equivalents	\$ 430,013	\$ 388,789	\$ 41,854	\$ 860,656	\$ 657,567	\$ 203,089
Receivables:						
Sales Taxes	79,499	52,999	-	132,498	114,958	17,540
Grants	21,700	-	-	21,700	5,485	16,215
Other (less allowance for doubtful accts)	7,598	3,976	-	11,574	8,551	3,023
Total Net Receivables	108,797	56,975	-	165,772	128,994	36,778
Inventory	34,170	-	-	34,170	34,253	(83)
Restricted Debt Service/Project Funds	37,896	72,579	-	110,475	88,497	21,978
Other Assets	6,767	1,903	3,578	12,248	9,817	2,431
<b>TOTAL CURRENT ASSETS</b>	<b>617,643</b>	<b>520,246</b>	<b>45,432</b>	<b>1,183,321</b>	<b>919,128</b>	<b>264,193</b>
<b>NONCURRENT ASSETS:</b>						
Capital Assets:						
Land	171,454	692,519	-	863,973	860,458	3,515
Land Improvements	1,307,245	4,535,117	-	5,842,362	5,838,359	4,003
Buildings	297,053	392,895	-	689,948	689,916	32
Revenue Earning Equipment	769,755	775,828	-	1,545,583	1,361,911	183,672
Shop, Maintenance & Other Equipment	199,294	8,037	-	207,331	394,412	(187,081)
Construction in Progress	63,748	62,847	-	126,595	133,676	(7,081)
Total Capital Assets	2,808,549	6,467,243	-	9,275,792	9,278,732	(2,940)
Accumulated Depreciation	(1,641,527)	(1,323,714)	-	(2,965,241)	(2,678,674)	(286,567)
Net Capital Assets	1,167,022	5,143,529	-	6,310,551	6,600,058	(289,507)
TABOR Reserves	9,050	10,191	-	19,241	19,258	(17)
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>1,206,711</b>	<b>5,219,560</b>	<b>-</b>	<b>6,426,271</b>	<b>6,715,587</b>	<b>(289,316)</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,824,354</b>	<b>\$ 5,739,806</b>	<b>\$ 45,432</b>	<b>\$ 7,609,592</b>	<b>\$ 7,634,715</b>	<b>\$ (25,123)</b>
<b>DEFERRED OUTFLOW OF RESOURCES</b>	<b>\$ 33,558</b>	<b>\$ 24,390</b>	<b>\$ -</b>	<b>\$ 57,948</b>	<b>\$ 61,812</b>	<b>\$ (3,864)</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  
NOVEMBER 30, 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	\$ 39,202	\$ 11,300	\$ 4,295	\$ 54,797	\$ 89,774	\$ (34,977)
Current Portion of Long Term Debt	57,663	13,885	-	71,548	77,096	(5,548)
Accrued Compensation	26,474	-	-	26,474	27,408	(934)
Accrued Interest Payable	4,965	23,308	-	28,273	19,556	8,717
Other	18,024	(669)	(600)	16,755	19,173	(2,418)
<b>TOTAL CURRENT LIABILITIES</b>	<b>146,328</b>	<b>47,824</b>	<b>3,695</b>	<b>197,847</b>	<b>233,007</b>	<b>(35,160)</b>
<b>NONCURRENT LIABILITIES:</b>						
Long Term Debt	285,474	2,855,411	-	3,140,885	3,222,791	(81,906)
Other Long-Term Liabilities	-	570,203	-	570,203	568,290	1,913
Net Pension Liability	284,791	-	-	284,791	284,791	-
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>570,265</b>	<b>3,425,614</b>	<b>-</b>	<b>3,995,879</b>	<b>4,075,872</b>	<b>(79,993)</b>
<b>TOTAL LIABILITIES</b>	<b>\$ 716,593</b>	<b>\$ 3,473,438</b>	<b>\$ 3,695</b>	<b>\$ 4,193,726</b>	<b>\$ 4,308,879</b>	<b>\$ (115,153)</b>
<b>DEFERRED INFLOW OF RESOURCES</b>	<b>\$ 25,333</b>	<b>\$ 4,901</b>	<b>\$ -</b>	<b>\$ 30,234</b>	<b>\$ 25,655</b>	<b>\$ 4,579</b>
<b>NET POSITION</b>						
Net Investment in Capital Assets	\$ 852,829	\$ 1,763,035	\$ -	\$ 2,615,864	\$ 2,813,989	\$ (198,125)
Restricted - Debt Service, Projects and Deferrals	41,946	100,558	-	142,504	120,345	22,159
Restricted - TABOR Reserves	13,917	4,887	4,234	23,038	26,861	(3,823)
Restricted - FasTracks	-	286,831	-	286,831	216,395	70,436
FasTracks Internal Savings Account (FISA)	-	129,304	-	129,304	123,523	5,781
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	409,793	414	-	410,207	231,843	178,364
Net Pension Liability - Represented	(244,099)	-	-	(244,099)	(244,099)	-
<b>TOTAL NET POSITION</b>	<b>\$ 1,115,986</b>	<b>\$ 2,285,857</b>	<b>\$ 41,737</b>	<b>\$ 3,443,580</b>	<b>\$ 3,361,993</b>	<b>\$ 81,587</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 1,857,912</b>	<b>\$ 5,764,199</b>	<b>\$ 45,432</b>	<b>\$ 7,667,540</b>	<b>\$ 7,696,527</b>	<b>\$ (28,987)</b>





**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED**  
**NOVEMBER 30, 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	\$ 48,104	\$ 42,753	\$ -	\$ -	\$ 22,311	\$ 19,285	70,415	62,038	8,377	13.5%
Advertising, Rent and Other	3,344	3,604	4	-	446	1,140	3,794	4,744	(950)	-20.0%
Total Operating Revenue	51,448	46,357	4	-	22,757	20,425	74,209	66,782	7,427	11.1%
<b>OPERATING EXPENSES</b>										
Bus Operations	244,696	273,639	-	-	-	-	244,696	273,639	28,943	10.6% (1)
Rail Operations	51,658	64,737	-	-	66,781	73,633	118,439	138,370	19,931	14.4% (2)
Planning	3,484	8,389	48	2,062	-	-	3,532	10,451	6,919	66.2% (3)
Capital Programs	39,463	47,398	2,928	12,611	1,629	2,747	44,020	62,756	18,736	29.9% (4)
Safety, Security and Asset Management	19,224	22,685	-	-	7,547	10,919	26,771	33,604	6,833	20.3% (5)
General Counsel	13,350	15,140	167	212	-	-	13,517	15,352	1,835	12.0% (6)
Finance and Administration	43,016	46,541	33	-	-	-	43,049	46,541	3,492	7.5% (7)
Communications	10,165	12,470	-	-	39	52	10,204	12,522	2,318	18.5% (8)
Executive Office	7,118	9,366	-	-	-	-	7,118	9,366	2,248	24.0% (9)
Board Office	952	947	-	-	-	-	952	947	(5)	-0.5%
FasTracks Service Increase	(18,172)	(18,172)	18,172	18,172	-	-	-	-	-	0.0%
Depreciation and Other Non-Departmental	101,553	90,306	219,525	186,276	3,527	54,632	324,605	331,214	6,609	2.0%
Total Operating Expenses	516,507	573,446	240,873	219,333	79,523	141,983	836,903	934,762	97,859	10.5%
<b>OPERATING INCOME/(LOSS)</b>	<b>(465,059)</b>	<b>(527,089)</b>	<b>(240,869)</b>	<b>(219,333)</b>	<b>(56,766)</b>	<b>(121,558)</b>	<b>(762,694)</b>	<b>(867,980)</b>	<b>105,286</b>	<b>12.1%</b>
<b>NONOPERATING REVENUE (EXPENSES)</b>										
Sales & Use Tax	409,726	370,800	235,413	139,873	37,737	107,340	682,876	618,013	64,863	10.5%
Operating Grants	210,519	269,030	3,150	1,393	59,069	-	272,738	270,423	2,315	0.9% (10)
Investment Income	333	-	7,429	-	-	-	7,762	-	7,762	0.0%
Other Income	2,790	2,898	7,832	7,625	-	94	10,622	10,617	5	0.0%
Gain/(Loss) Capital Assets	835	-	(4,203)	-	-	-	(3,368)	-	(3,368)	0.0%
Interest Expense	(11,452)	(13,270)	(133,478)	(129,034)	-	-	(144,930)	(142,304)	(2,626)	-1.8%
Net Nonoperating Revenue (Expense)	612,751	629,458	116,143	19,857	96,806	107,434	825,700	756,749	68,951	9.1%
<b>INCOME BEFORE CAPITAL GRANTS</b>	<b>147,692</b>	<b>102,369</b>	<b>(124,726)</b>	<b>(199,476)</b>	<b>40,040</b>	<b>(14,124)</b>	<b>63,006</b>	<b>(111,231)</b>	<b>174,237</b>	<b>-156.6%</b>
Capital Grants and Local Contributions	14,188	24,692	1,730	55,363	-	-	15,918	80,055	(64,137)	-80.1%
<b>INCREASE/(DECREASE) IN NET POSITION</b>	<b>\$ 161,880</b>	<b>\$ 127,061</b>	<b>\$ (122,996)</b>	<b>\$ (144,113)</b>	<b>\$ 40,040</b>	<b>\$ (14,124)</b>	<b>\$ 78,924</b>	<b>\$ (31,176)</b>	<b>\$ 110,100</b>	<b>-353.2%</b>
<i>Fare Recovery Ratio</i>							8.4%	6.6%	1.8%	

(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 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  
(11) Variance due to timing of drawing grant fund draws for CRRSAA and ongoing 5307 preventive maintenance grants



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

**NOVEMBER 30, 2021**

(In Thousands)

**2021 ACTUAL VS. AMENDED BUDGET**

	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	Total Year To Date
<b>Actual</b>	\$ 50,966	\$ 48,590	\$ 60,070	\$ 60,174	\$ 61,503	\$ 67,700	\$ 67,289	\$ 66,286	\$ 67,799	\$ 66,196	\$ 66,302	\$ -	\$ 682,876
<b>Amended Budget</b>	51,015	48,639	60,119	60,223	54,540	57,855	57,770	58,332	57,360	57,057	55,104	64,989	683,004
<b>Favorable/(Unfavorable)</b>	\$ (49)	\$ (49)	\$ (49)	\$ (49)	\$ 6,963	\$ 9,845	\$ 9,519	\$ 7,954	\$ 10,439	\$ 9,139	\$ 11,198		
% Favorable/(Unfavorable) - Month	-0.1%	-0.1%	-0.1%	-0.1%	12.8%	17.0%	16.5%	13.6%	18.2%	16.0%	20.3%		
% Favorable/(Unfavorable) - YTD	-0.1%	-0.1%	-0.1%	-0.1%	2.5%	5.0%	6.7%	7.6%	8.8%	9.5%	10.5%		

**2021 VS. 2020 ACTUALS**

<b>Net Sales &amp; Use Tax Received</b>	January	February	March	April	May	June	July	August	September	October	November	December	Total
<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	\$ -	\$ 682,876
<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	\$ 11,307	\$ 12,245	\$ 10,633	\$ 10,003	\$ 10,045	\$ 13,562		
% Increase/(Decrease) by Month vs. 2020	3.4%	0.8%	37.8%	29.9%	24.9%	20.1%	22.2%	19.1%	17.3%	17.9%	25.7%		
% Increase YTD vs. 2020	3.4%	2.1%	13.1%	17.3%	18.9%	19.1%	19.6%	19.5%	19.2%	19.1%	19.7%		

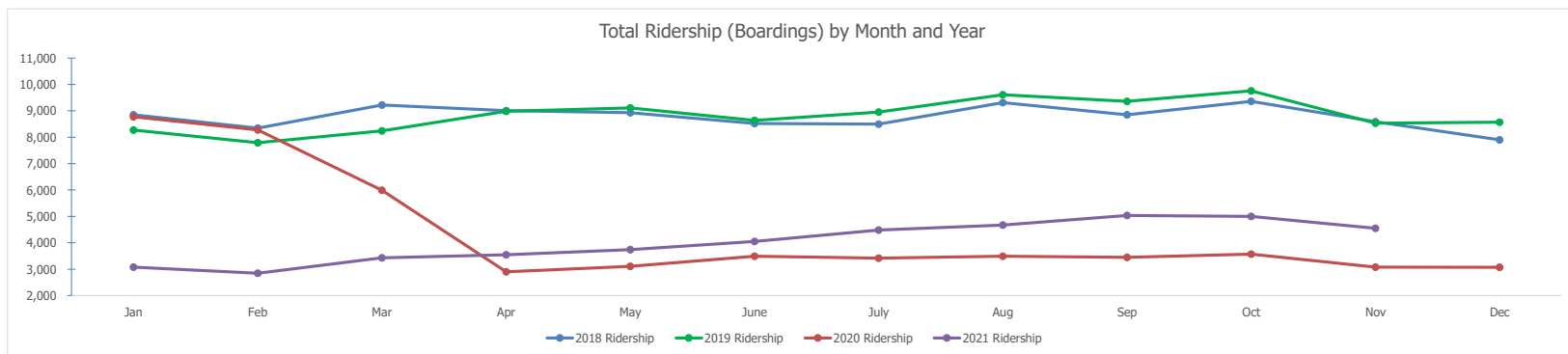


**REGIONAL TRANSPORTATION DISTRICT  
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

2021 RIDERSHIP/BOARDINGS (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	2,187	2,357	2,530	2,689	2,705	2,501	-	24,853	29,722	(4,869)	-16.4%
Flatiron Flyer	41	40	48	53	55	68	73	87	105	95	82	-	747	1,087	(340)	-31.3%
FlexRide & Special Services	13	14	15	15	15	16	16	18	18	18	17	-	174	225	(51)	-22.5%
<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>2,271</b>	<b>2,447</b>	<b>2,635</b>	<b>2,812</b>	<b>2,818</b>	<b>2,600</b>	<b>-</b>	<b>25,775</b>	<b>31,035</b>	<b>(5,260)</b>	<b>-16.9%</b>
C Line	29	-	-	-	-	-	-	-	-	-	-	-	29	1,440	(1,411)	-98.0%
D Line	77	95	120	123	132	167	179	193	228	212	191	-	1,717	737	980	132.8%
E Line	153	142	176	189	207	219	282	287	346	323	286	-	2,609	1,901	708	37.2%
F Line	-	-	-	-	-	-	-	-	-	-	-	-	-	645	(645)	-100.0%
H Line	90	83	100	105	116	152	157	173	222	212	184	-	1,592	1,904	(312)	-16.4%
L Line	25	22	27	26	26	30	32	31	30	31	27	-	307	341	(34)	-10.0%
R Line	57	53	65	69	75	79	85	85	90	91	80	-	829	989	(160)	-16.2%
W Line	123	111	128	144	161	181	202	222	249	245	215	-	1,981	1,984	(3)	-0.2%
<b>Total Light Rail</b>	<b>555</b>	<b>506</b>	<b>616</b>	<b>656</b>	<b>717</b>	<b>827</b>	<b>937</b>	<b>991</b>	<b>1,165</b>	<b>1,113</b>	<b>982</b>	<b>-</b>	<b>9,064</b>	<b>9,943</b>	<b>(878)</b>	<b>-8.8%</b>
A Line	268	256	327	343	393	435	481	486	499	514	466	-	4,469	3,491	978	28.0%
B Line	7	6	6	8	9	11	13	12	13	13	11	-	109	156	(48)	-30.5%
G Line	46	40	47	55	60	71	82	76	87	81	70	-	715	800	(84)	-10.6%
N Line	44	38	46	51	52	64	80	81	87	78	73	-	693	130	562	431.5%
<b>Total Commuter Rail</b>	<b>366</b>	<b>339</b>	<b>426</b>	<b>456</b>	<b>514</b>	<b>581</b>	<b>657</b>	<b>655</b>	<b>687</b>	<b>685</b>	<b>620</b>	<b>-</b>	<b>5,985</b>	<b>4,577</b>	<b>1,408</b>	<b>30.8%</b>
Access-a-Ride	24	25	30	33	35	39	41	43	43	44	42	-	399	310	89	28.6%
Access-a-Cab	7	7	7	8	7	7	7	6	6	6	6	-	73	73	0	0.1%
Vanpool	6.32	6	6	6	5	6	6	8	7	8	8	-	73	108	(35)	-32.4%
<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>3,731</b>	<b>4,095</b>	<b>4,339</b>	<b>4,720</b>	<b>4,675</b>	<b>4,258</b>	<b>-</b>	<b>41,369</b>	<b>46,045</b>	<b>(4,677)</b>	<b>-10.2%</b>
Mall Shuttle	184	171	226	241	268	318	388	330	316	326	293	-	3,061	3,363	(302)	-9.0%
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>318</b>	<b>388</b>	<b>330</b>	<b>316</b>	<b>326</b>	<b>293</b>	<b>-</b>	<b>3,061</b>	<b>3,501</b>	<b>(440)</b>	<b>-12.6%</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>4,050</b>	<b>4,482</b>	<b>4,668</b>	<b>5,036</b>	<b>5,001</b>	<b>4,552</b>	<b>-</b>	<b>44,430</b>	<b>49,547</b>	<b>(5,117)</b>	<b>-10.3%</b>

2021 % Change from 2020 by Month	-64.9%	-65.6%	-42.7%	22.3%	20.4%	16.0%	31.1%	33.9%	46.1%	40.0%	48.0%	-	-10.3%
2021 % Change from January 2021	0.0%	-7.5%	11.5%	15.2%	21.6%	31.6%	45.7%	51.7%	63.7%	62.5%	47.9%	-	31.3%
2021 % Change from 2019 Monthly Average	-65.1%	-67.7%	-61.1%	-59.8%	-57.6%	-54.1%	-49.2%	-47.1%	-42.9%	-43.3%	-48.4%	-	-54.2%

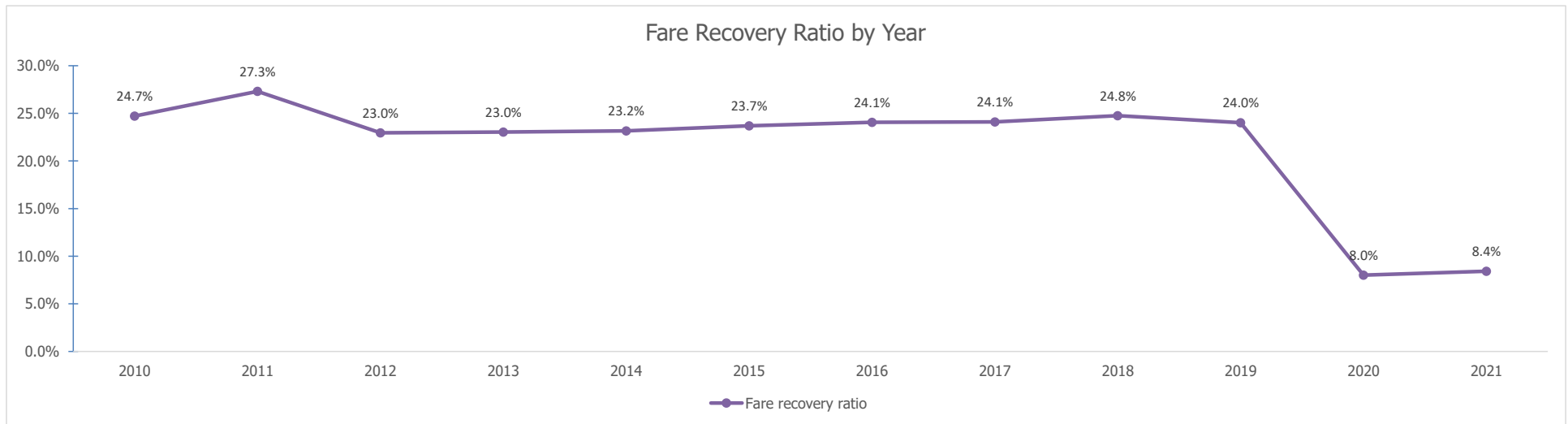
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2018 Ridership	8,849	8,348	9,220	9,009	8,931	8,519	8,496	9,314	8,850	9,360	8,591	7,901	105,388
2019 Ridership	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,358	9,759	8,534	8,568	105,824
2020 Ridership	8,775	8,281	5,991	2,899	3,107	3,492	3,419	3,488	3,448	3,572	3,075	3,070	52,617
2021 Ridership	3,077	2,845	3,431	3,546	3,742	4,050	4,482	4,668	5,036	5,001	4,552	-	44,430





**REGIONAL TRANSPORTATION DISTRICT  
FARE RECOVERY RATIO  
November 30, 2021**

	<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>
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	70,416
Operating Expenses (in thousands)	396,111	397,331	492,008	511,481	520,057	508,824	559,457	581,901	578,505	642,614	951,507	836,903
Fare recovery ratio	24.7%	27.3%	23.0%	23.0%	23.2%	23.7%	24.1%	24.1%	24.8%	24.0%	8.0%	8.4%



**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)

**2021 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
<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)
2021/2022 Northwest Rail Study		-	-	-	(8,000)	(8,000)	-	-	-	-	(8,000)
<b>Total Uses</b>		<b>(46,632)</b>	<b>(36)</b>	<b>(103)</b>	<b>(11,877)</b>	<b>(58,648)</b>	<b>-</b>	<b>(44,144)</b>	<b>(49,905)</b>	<b>-</b>	<b>(152,697)</b>
<b>Net Sources and Uses</b>		<b>\$ 78,743</b>	<b>\$ 13,341</b>	<b>\$ 31,439</b>	<b>\$ 5,781</b>	<b>\$ 129,304</b>	<b>\$ 20,034</b>	<b>\$ 41,739</b>	<b>\$ 61,652</b>	<b>\$ 273,651</b>	<b>\$ 526,380</b>
<b>Fastracks Internal Savings Account Balance</b>		<b>\$ 78,743</b>	<b>\$ 92,084</b>	<b>\$ 123,523</b>	<b>\$ 129,304</b>	<b>\$ 129,304</b>	<b>\$ 149,338</b>	<b>\$ 191,077</b>	<b>\$ 252,729</b>	<b>\$ 526,380</b>	<b>\$ 526,380</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.

