

TO: Board of Directors
FROM: Debra A. Johnson, General Manager and CEO
DATE: October 21, 2022
SUBJECT: Board Briefing Documents – October 2022



The Board Briefing documents for the month of October 2022 are included herein.

Once reviewed, should Board members have questions regarding these materials, a detailed inquiry should be sent to board.office@rtd-denver.com.

Listed below are the month's Board Briefing documents by topic and date:

Documents

- Unaudited Monthly Financial Statement – August 2022
- Status of Federal COVID-19 Grant Relief Funding through August 2022
- Community Engagement Report – September 2022
- Bus/Rail Operations Service Availability – August 2022
- Agreements – September 2022
- Risk Management Claim Settlements – August 2022

NOT INCLUDED: August 2022 Summary of Monthly Purchasing Activity and New Contracts – Due to some technological issues with the database used to compile this information, staff is unable to provide the monthly summary of purchasing activity and new contracts report at this time. The report will be provided no later than Friday, October 28, 2022.

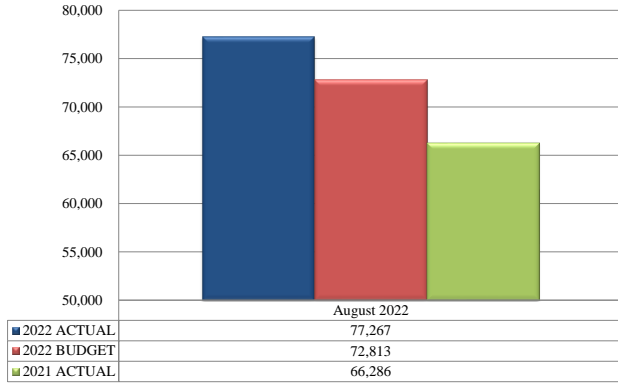
Unaudited Monthly Financial Statements - August 2022

AUGUST 2022 ACTUAL vs. AMENDED BUDGET	YTD 2022 ACTUAL vs. AMENDED BUDGET	AUGUST 2022 vs. 2021	YEAR TO DATE 2022 vs. 2021
S&U TAX 6.1% ↑	S&U TAX 7.6% ↑	S&U TAX 16.6% ↑	S&U TAX 15.3% ↑
RIDERSHIP -1.2% ↓	RIDERSHIP -5.5% ↓	RIDERSHIP 36.2% ↑	RIDERSHIP 34.7% ↑
FARE REVENUE -88.0% ↓	FARE REVENUE -25.5% ↓	FARE REVENUE -85.1% ↓	FARE REVENUE -2.6% ↓

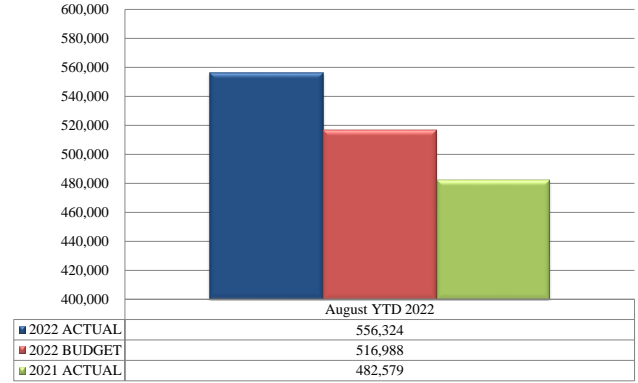
SALES AND USE TAX AUGUST 2022

(In Thousands)	2022 ACTUAL	2022 BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE TO 2021	VARIANCE %
MONTH	77,267	72,813	4,454	6.1%	66,286	10,981	16.6%
YTD	556,324	516,988	39,336	7.6%	482,579	73,745	15.3%

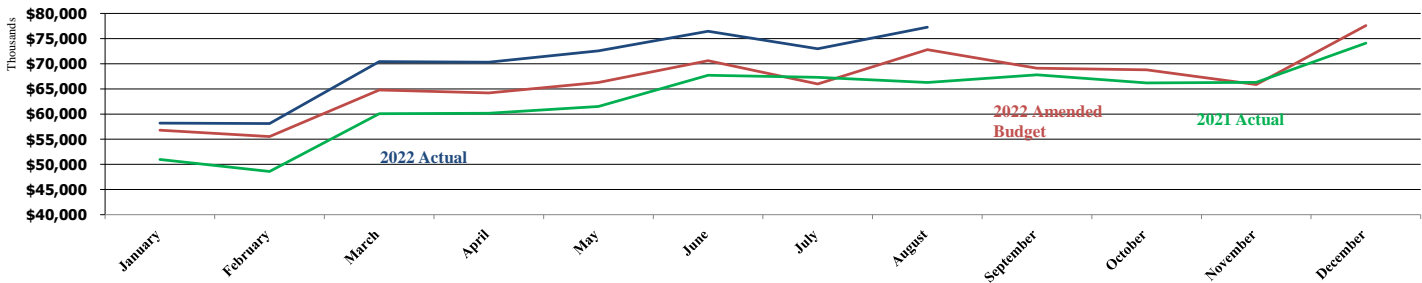
S&U TAX - AUG 2022
ACTUAL VS. BUDGET



S&U TAX - YTD
ACTUAL VS. BUDGET



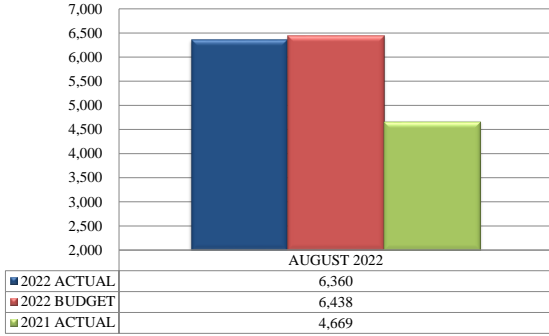
SALES AND USE TAX TRENDS



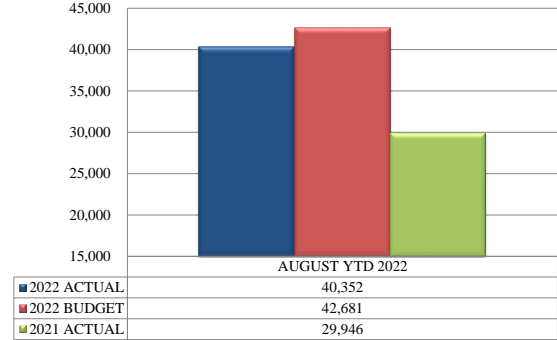
RIDERSHIP (BOARDINGS) AUGUST 2022

<i>(In Thousands)</i>	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
MONTH	6,360	6,438	(78)	-1.2%	4,669	1,691	36.2%
YEAR TO DATE	40,352	42,681	(2,329)	-5.5%	29,946	10,406	34.7%

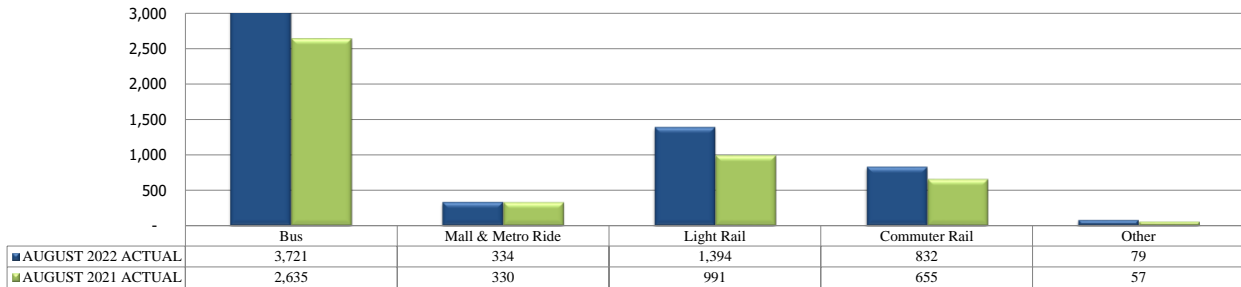
RIDERSHIP - AUGUST 2022 ACTUAL VS. AMENDED BUDGET



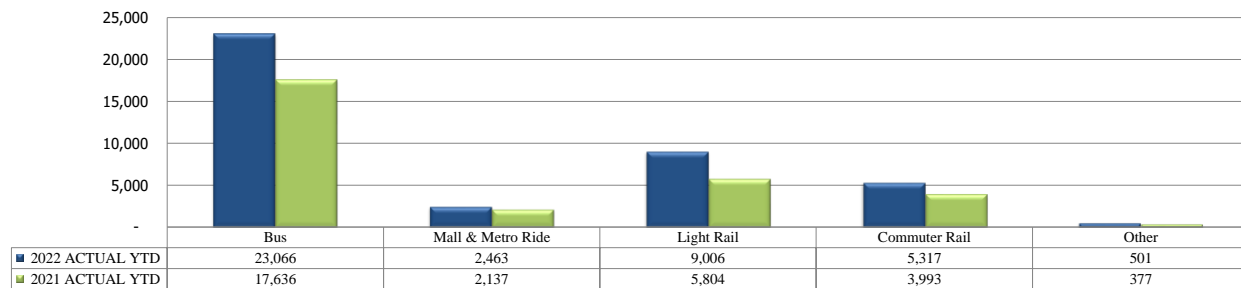
RIDERSHIP - YTD ACTUAL VS. AMENDED BUDGET



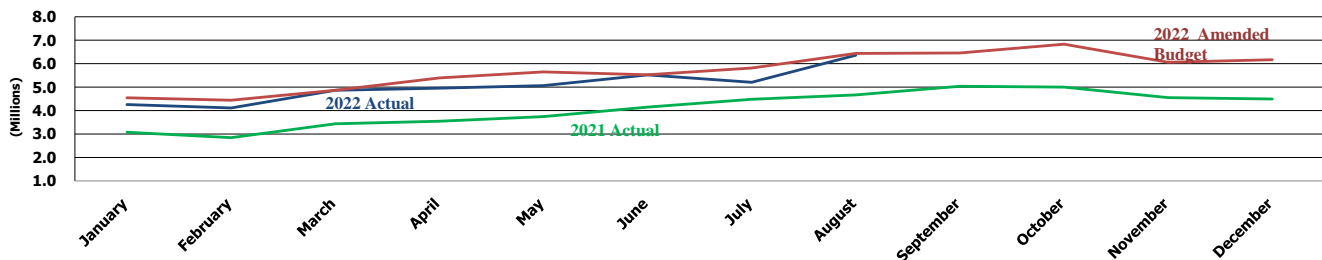
RIDERSHIP BY TYPE - AUGUST 2022



RIDERSHIP BY TYPE - YTD



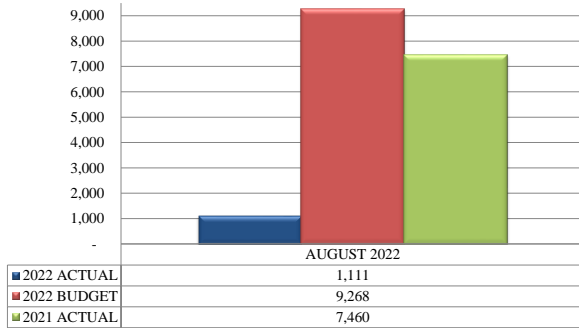
RIDERSHIP TRENDS



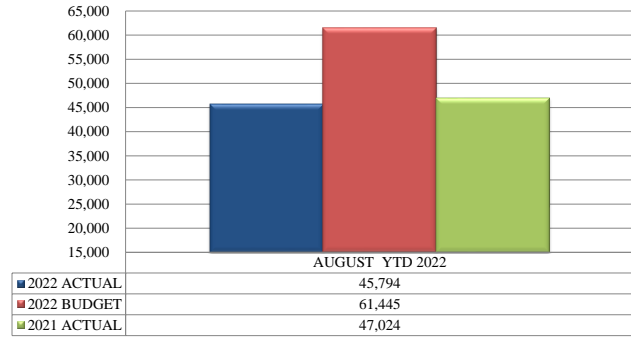
FARE REVENUE AUGUST 2022

(In Thousands)	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
MONTH	1,111	9,268	(8,157)	-88.0%	7,460	(6,349)	-85.1%
YEAR TO DATE	45,794	61,445	(15,650)	-25.5%	47,024	(1,230)	-2.6%

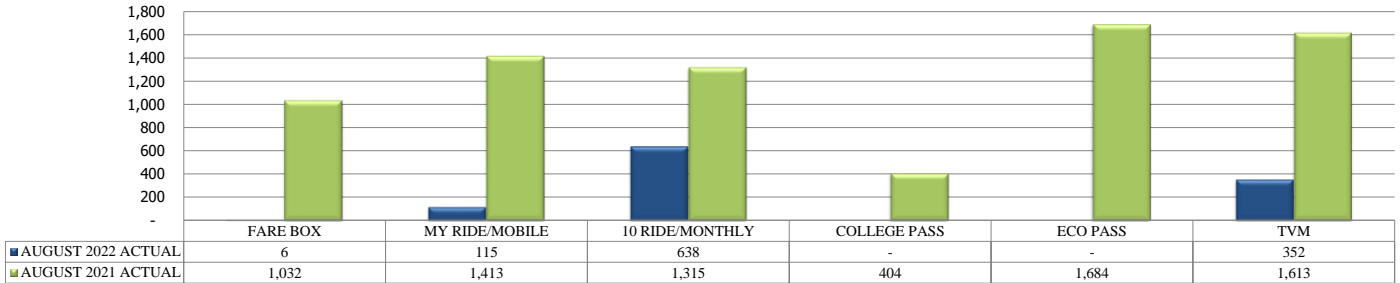
**FARE REVENUE - AUGUST 2022
ACTUAL VS. AMENDED BUDGET**



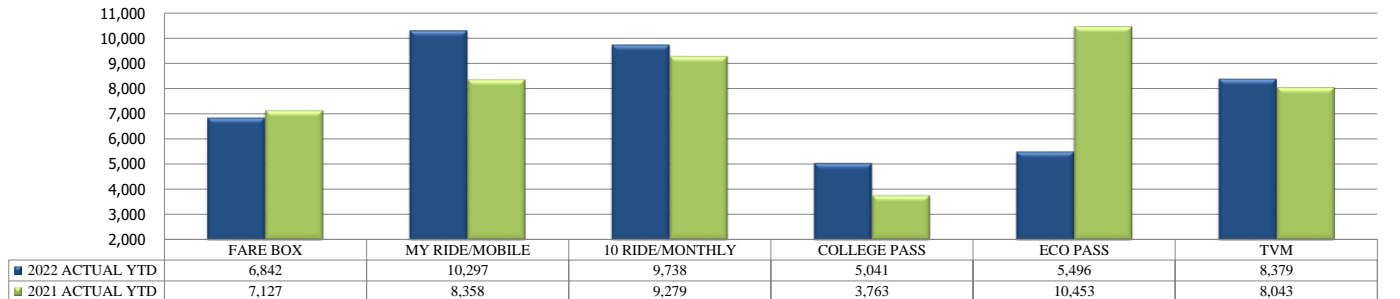
**FARE REVENUE - YTD
ACTUAL VS. AMENDED BUDGET**



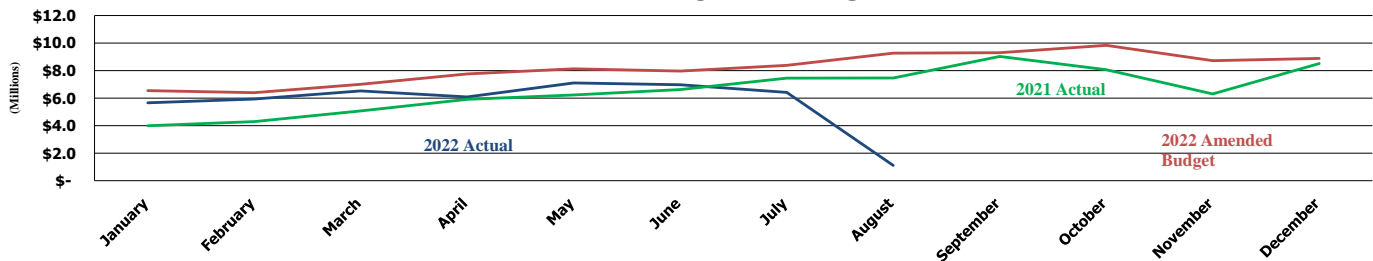
FARE REVENUE - AUGUST 2022



FARE REVENUE - YTD



FARE REVENUE TRENDS



The N Line opened on September 21, 2020. Fares were suspended for the first week and then were only local fares through March 27, 2021. August 2022 was Zero Fare for Better Air during which no fares were collected. The Colorado Energy Office will reimburse RTD for \$7.4m which is 80% of budgeted fare revenue.



REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED
AUGUST 31, 2022
 (UNAUDITED)
 (In Thousands)

	2022 Base System	2022 FasTracks Project	2022 FasTracks Ops	2022 Combined	Dec 31, 2021 Combined	Change
ASSETS						
CURRENT ASSETS:						
Cash & Cash Equivalents	\$ 496,775	\$ 411,599	\$ 54,914	\$ 963,288	\$ 878,645	\$ 84,643
Receivables:						
Sales Taxes	90,141	60,094	-	150,235	140,400	9,835
Grants	43,712	-	-	43,712	49,251	(5,539)
Other (less allowance for doubtful accts)	3,750	173	-	3,923	13,157	(9,234)
Total Net Receivables	137,603	60,267	-	197,870	202,808	(4,938)
Inventory	36,030	-	-	36,030	34,692	1,338
Restricted Debt Service/Project Funds	34,077	43,499	-	77,576	62,202	15,374
Other Assets	9,022	1,903	997	11,922	11,607	315
TOTAL CURRENT ASSETS	713,507	517,268	55,911	1,286,686	1,189,954	96,732
NONCURRENT ASSETS:						
Capital Assets:						
Land	171,454	685,997	-	857,451	857,406	45
Land Improvements	1,312,534	4,565,399	-	5,877,933	5,846,148	31,785
Buildings	297,354	393,553	-	690,907	689,980	927
Revenue Earning Equipment	772,163	777,612	-	1,549,775	1,356,062	193,713
Shop, Maintenance & Other Equipment	211,124	8,037	-	219,161	409,168	(190,007)
Construction in Progress	49,384	39,249	-	88,633	115,696	(27,063)
Total Capital Assets	2,814,013	6,469,847	-	9,283,860	9,274,460	9,400
Accumulated Depreciation	(1,718,741)	(1,502,018)	-	(3,220,759)	(2,992,855)	(227,904)
Net Capital Assets	1,095,272	4,967,829	-	6,063,101	6,281,605	(218,504)
TABOR Reserves	8,622	9,712	-	18,334	19,065	(731)
Restricted Debt Service/Debt Service Reserves	26,486	28,764	-	55,250	94,647	(39,397)
Deposits	1,501	-	-	1,501	1,500	1
TOTAL NONCURRENT ASSETS	1,131,881	5,006,305	-	6,138,186	6,396,817	(258,631)
TOTAL ASSETS	\$ 1,845,388	\$ 5,523,573	\$ 55,911	\$ 7,424,872	\$ 7,586,771	\$ (161,899)
DEFERRED OUTFLOW OF RESOURCES	\$ 29,532	\$ 22,710	\$ -	\$ 52,242	\$ 54,203	\$ (1,961)



REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED
AUGUST 31, 2022
 (UNAUDITED)
 (In Thousands)

	2022 Base System	2022 FasTracks Project	2022 FasTracks Ops	2022 Combined	Dec 31, 2021 Combined	Change
LIABILITIES						
CURRENT LIABILITIES:						
Accounts & Contracts Payable	\$ 31,383	\$ 11,448	\$ 4,295	\$ 47,126	\$ 54,402	\$ (7,276)
Current Portion of Long Term Debt	45,911	21,147	-	67,058	71,548	(4,490)
Accrued Compensation	26,122	-	-	26,122	25,264	858
Accrued Interest Payable	2,944	29,636	-	32,580	17,060	15,520
Other	19,648	2,001	-	21,649	15,484	6,165
TOTAL CURRENT LIABILITIES	126,008	64,232	4,295	194,535	183,758	10,777
NONCURRENT LIABILITIES:						
Long Term Debt	245,348	2,697,474	-	2,942,822	3,139,742	(196,920)
Other Long-Term Liabilities	-	573,567	-	573,567	558,253	15,314
Net Pension Liability	100,200	-	-	100,200	260,200	(160,000)
TOTAL NONCURRENT LIABILITIES	345,548	3,271,041	-	3,616,589	3,958,195	(341,606)
TOTAL LIABILITIES	\$ 471,556	\$ 3,335,273	\$ 4,295	\$ 3,811,124	\$ 4,141,953	\$ (330,829)
DEFERRED INFLOW OF RESOURCES	\$ 30,876	\$ 5,100	\$ -	\$ 35,976	\$ 36,223	\$ (247)
NET POSITION						
Net Investment in Capital Assets	\$ 832,659	\$ 1,689,071	\$ -	\$ 2,521,730	\$ 2,552,419	\$ (30,689)
Restricted - Debt Service, Projects and Deferrals	35,323	72,259	-	107,582	128,322	(20,740)
Restricted - TABOR Reserves	24,617	5,220	-	29,837	25,623	4,214
Restricted - FasTracks	-	291,067	-	291,067	216,395	74,672
FasTracks Internal Savings Account (FISA)	-	148,293	-	148,293	129,304	18,989
Board Appropriated Fund	39,115	-	12,501	51,616	39,115	12,501
Capital Replacement Fund	185,000	-	12,501	197,501	12,915	184,586
Unrestricted Operating Reserve/Mgt Reserve	-	-	26,614	26,614	15,400	11,214
Unrestricted Fund	315,009	-	-	315,009	571,562	(256,553)
Net Pension Liability - Represented	(59,235)	-	-	(59,235)	(228,257)	169,022
TOTAL NET POSITION	\$ 1,372,488	\$ 2,205,910	\$ 51,616	\$ 3,630,014	\$ 3,462,798	\$ 167,216
TOTAL LIABILITIES & NET POSITION	\$ 1,874,920	\$ 5,546,286	\$ 55,911	\$ 7,477,114	\$ 7,640,974	\$ (163,860)



REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED
August 31, 2022
(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)
OPERATING REVENUE:										
Passenger Fares	\$ 25,878	\$ 42,397	\$ -	\$ -	\$ 19,916	\$ 19,048	45,794	61,445	(15,651)	-25.5%
Advertising, Rent and Other	4,790	5,569	354	-	298	-	5,442	5,569	(127)	-2.3%
Total Operating Revenue	30,668	47,966	354	-	20,214	19,048	51,236	67,014	(15,778)	-23.5%
OPERATING EXPENSES										
Bus Operations	206,846	231,073	-	-	-	-	206,846	231,073	24,227	10.5%
Rail Operations	44,044	55,975	-	-	55,384	59,520	99,428	115,495	16,067	13.9%
Planning	4,957	6,489	49	239	-	-	5,006	6,728	1,722	25.6%
Capital Programs	31,767	45,240	1,368	6,511	975	2,299	34,110	54,050	19,940	36.9%
Administration	38,395	40,765	-	-	-	-	38,395	40,765	2,370	5.8%
General Counsel	9,692	8,922	125	171	2,175	2,800	11,992	11,893	(99)	-0.8%
Finance	9,734	9,067	-	-	-	-	9,734	9,067	(667)	-7.4%
Communications	8,988	10,095	10	-	-	-	8,998	10,095	1,097	10.9%
Executive Office	6,329	4,811	-	-	-	-	6,329	4,811	(1,518)	-31.6%
Board Office	696	596	-	-	-	-	696	596	(100)	-16.8%
FasTracks Service Increase	(13,216)	(13,216)	13,216	13,216	-	-	-	-	-	0.0%
Depreciation and Other Non-Departmental	36,714	68,682	160,553	177,961	44,185	47,414	241,452	294,057	52,605	17.9%
Total Operating Expenses	384,946	468,499	175,321	198,098	102,719	112,033	662,986	778,630	115,644	14.9%
OPERATING INCOME/(LOSS)	(354,278)	(420,533)	(174,967)	(198,098)	(82,505)	(92,985)	(611,750)	(711,616)	99,866	14.0%
NONOPERATING REVENUE (EXPENSES)										
Sales & Use Tax	333,794	308,869	174,293	117,505	48,236	90,054	556,323	516,428	39,895	7.7%
Operating Grants	244,530	67,608	363	-	45,540	-	290,433	67,608	222,825	329.6%
Investment Income	1,481	-	(5,892)	-	-	-	(4,411)	-	(4,411)	0.0%
Other Income	2,428	(5)	20,848	-	-	-	23,276	(5)	23,281	-465620.0%
Gain/(Loss) Capital Assets	67	-	-	-	-	-	67	-	67	0.0%
Interest Expense	(5,986)	(7,438)	(86,861)	(95,124)	-	-	(92,847)	(102,562)	9,715	9.5%
Net Nonoperating Revenue (Expense)	576,314	369,034	102,751	22,381	93,776	90,054	772,841	481,469	291,372	60.5%
INCOME BEFORE CAPITAL GRANTS	222,036	(51,499)	(72,216)	(175,717)	11,271	(2,931)	161,091	(230,147)	391,238	-170.0%
Capital Grants and Local Contributions	3,564	-	2,568	-	-	-	6,132	-	6,132	0.0%
INCREASE/(DECREASE) IN NET POSITION	\$ 225,600	\$ (51,499)	\$ (69,648)	\$ (175,717)	\$ 11,271	\$ (2,931)	\$ 167,223	\$ (230,147)	\$ 397,370	-172.7%

Fare Recovery Ratio

6.9% 7.9% -1.0%

- (1) Variance is due to shortfall in staffing, lower parts and fuel and lower purchased transportation costs
- (2) Variance is due to lower parts and traction power costs, coping panel repairs not yet started as well as lower software costs and preventive maintenance campaign costs
- (3) Variance is due to several projects, such as the Fare Study and Equity Analysis, in which higher invoicing will occur in late 2022
- (4) Variance is due to several projects not yet started, ground maintenance and other repair contract savings, as well as lower-than-expected costs in Facilities Maintenance contracted services and utilities
- (5) Variance is primarily due to lower IT costs occurring from reduced expenditures for computer equipment, software and contracted technical support services
- (6) Variance is due to higher insurance costs on self-insured claims. These costs have been trending lower and are expected to be at budget by year-end
- (7) Variance is due to higher benefit allocations as well as timing of fare media purchases
- (8) Variance is due to timing on various marketing and communication initiatives as well as printing of timetables and other materials
- (9) Variance is due to increased security personnel as well as temporary coding of P-card expenses until allocation is made to the appropriate departments
- (10) Variance is due to timing of travel, special project and public event costs and is expected to meet budget by year-end



REGIONAL TRANSPORTATION DISTRICT
1% SALES AND USE TAX REVENUE - SYSTEM WIDE
August 31, 2022
(In Thousands)

2022 ACTUAL VS. AMENDED BUDGET

	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	Total Year To Date
Actual	\$ 58,191	\$ 58,115	\$ 70,425	\$ 70,307	\$ 72,577	\$ 76,472	\$ 72,969	\$ 77,267	\$ -	\$ -	\$ -	\$ -	\$ 556,324
Amended Budget	56,799	55,528	64,783	64,207	66,272	70,614	65,972	72,813	69,128	68,802	65,864	77,586	798,369
Favorable/(Unfavorable)	\$ 1,392	\$ 2,587	\$ 5,643	\$ 6,100	\$ 6,306	\$ 5,857	\$ 6,997	\$ 4,454					\$ 39,335
% Favorable/(Unfavorable) - Month	2.5%	4.7%	8.7%	9.5%	9.5%	8.3%	10.6%	6.1%					
% Favorable/(Unfavorable) - YTD	2.5%	3.5%	5.4%	6.5%	7.2%	7.4%	7.9%	7.6%					

2022 VS. 2021 ACTUALS

Net Sales & Use Tax Received	January	February	March	April	May	June	July	August	September	October	November	December	Total
2022	\$ 58,191	\$ 58,115	\$ 70,425	\$ 70,307	\$ 72,577	\$ 76,472	\$ 72,969	\$ 77,267	\$ -	\$ -	\$ -	\$ -	\$ 556,324
2021	50,966	48,590	60,070	60,174	61,503	67,700	67,289	66,286	67,799	66,196	66,302	74,098	756,974
Change from to 2020	\$ 7,225	\$ 9,525	\$10,356	\$10,133	\$11,074	\$ 8,771	\$ 5,680	\$10,981					\$ 73,745
% Increase/(Decrease) by Month vs. 2021	14.2%	19.6%	17.2%	16.8%	18.0%	13.0%	8.4%	16.6%					
% Increase YTD vs. 2021	14.2%	16.8%	17.0%	16.9%	17.2%	16.4%	15.1%	15.3%					

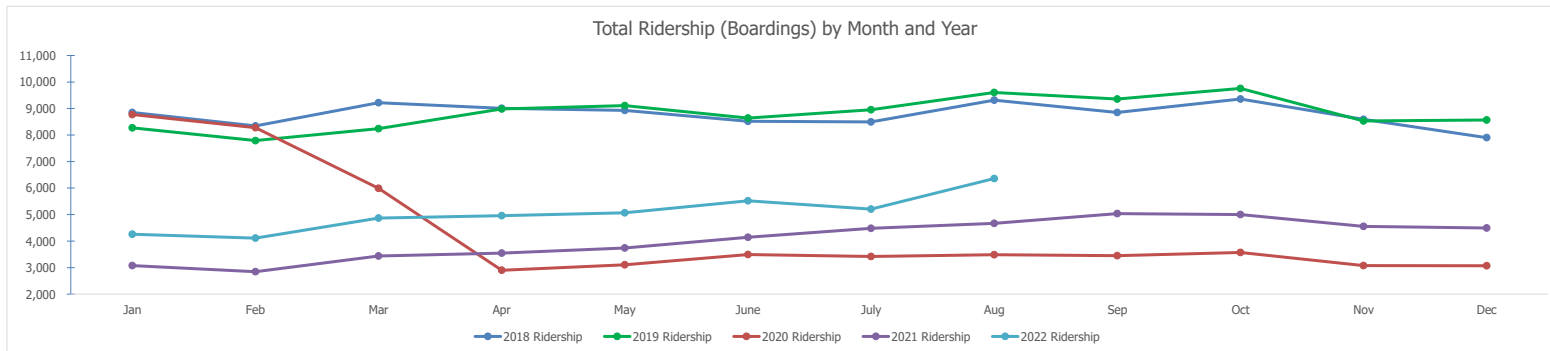


**REGIONAL TRANSPORTATION DISTRICT
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

2022 RIDERSHIP/BOARDINGS (in Thousands)																
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	YTD 2022	YTD 2021	Change	% Change
Fixed Route	2,461	2,312	2,703	2,725	2,765	2,901	2,770	3,579					22,217	17,049	5,168	30.3%
Flatiron Flyer	63	73	87	91	83	95	85	119					696	465	231	49.7%
FlexRide & Special Services	15	18	21	20	19	20	18	23					154	122	32	26.0%
Total Bus Service	2,540	2,403	2,810	2,836	2,867	3,016	2,873	3,721					23,066	17,636	5,431	30.8%
C Line	-	-	-	-	-	-	-	-					-	29	(29)	-100.0%
D Line	172	181	207	223	212	270	230	268					1,764	1,086	678	62.4%
E Line	239	246	301	321	342	408	371	421					2,648	1,654	994	60.1%
F Line	-	-	-	-	-	-	-	-					-	-	-	0.0%
H Line	163	165	190	197	200	235	208	240					1,597	975	622	63.9%
L Line	28	25	29	29	29	34	30	36					239	219	20	9.4%
R Line	74	71	82	86	93	107	104	122					739	569	171	30.1%
W Line	197	189	227	251	256	312	280	306					2,018	1,271	746	58.7%
Total Light Rail	872	876	1,037	1,108	1,133	1,365	1,223	1,394					9,006	5,804	3,203	55.2%
A Line	387	397	505	469	498	519	521	594					3,890	2,989	901	30.1%
B Line	10	9	11	13	14	16	15	17					104	72	33	45.7%
G Line	60	59	76	84	85	100	98	115					678	477	201	42.0%
N Line	62	56	74	81	82	93	91	106					644	455	190	41.7%
Total Commuter Rail	518	521	666	647	678	729	724	832					5,317	3,993	1,324	33.1%
Access-a-Ride	37	38	46	44	44	44	42	52					348	270	78	29.1%
Access-a-Cab	4	4	5	4	4	3	3	4					32	56	(24)	-42.3%
Access-on-Demand	1	2	4	5	6	7	6	12					44	2	42	2538.8%
Vanpool	9	8	9	10	9	11	11	10					77	50	27	53.8%
Total Revenue Service	3,981	3,852	4,576	4,655	4,742	5,175	4,883	6,026					37,890	27,809	10,081	36.2%
Mall Shuttle	276	260	292	301	326	347	326	334					2,463	2,137	326	15.2%
MetroRide	-	-	-	-	-	-	-	-					-	-	-	0.0%
Total Non-Revenue Services	276	260	292	301	326	347	326	334					2,463	2,137	326	15.2%
Total System	4,258	4,112	4,868	4,956	5,068	5,522	5,209	6,360					40,352	29,946	10,407	34.8%

2022 % Change from 2021 by Month	38.3%	44.5%	41.6%	39.8%	35.4%	33.2%	16.2%	36.2%					34.8%
2022 % Change from 2020 by Month	-51.5%	-50.3%	-18.7%	70.9%	63.1%	58.1%	52.3%	82.4%					2.3%
2022 % Change from 2019 by Month	-48.5%	-47.2%	-40.9%	-44.8%	-44.4%	-36.1%	-41.8%	-33.8%					-42.0%

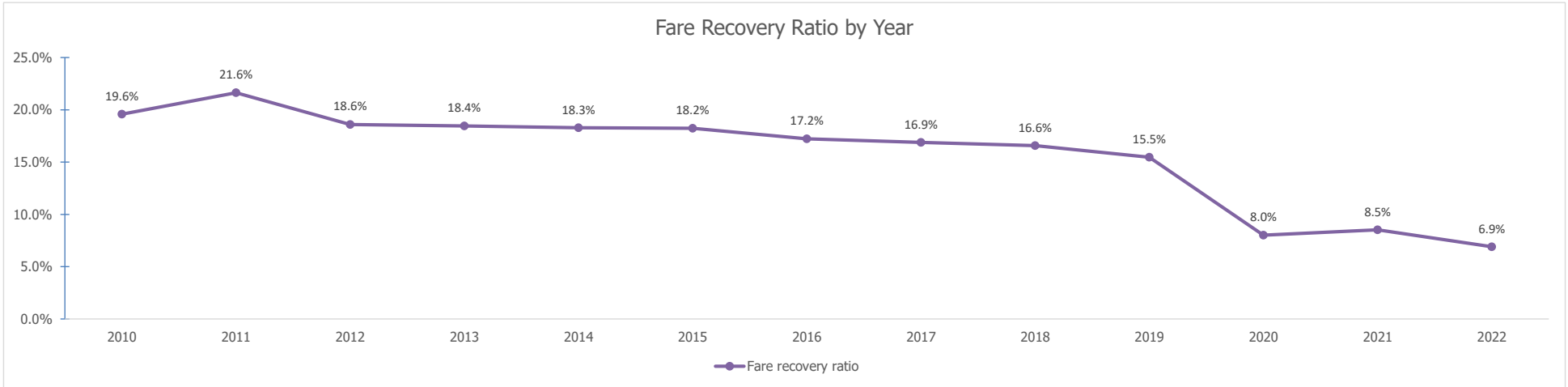
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2018 Ridership	8,849	8,348	9,220	9,009	8,931	8,519	8,496	9,314	8,850	9,360	8,591	7,901	105,388
2019 Ridership	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,358	9,759	8,534	8,568	105,824
2020 Ridership	8,775	8,281	5,991	2,899	3,107	3,492	3,419	3,488	3,448	3,572	3,075	3,070	52,617
2021 Ridership	3,078	2,845	3,438	3,546	3,742	4,146	4,482	4,669	5,036	5,001	4,553	4,497	49,033
2022 Ridership	4,258	4,112	4,868	4,956	5,068	5,522	5,209	6,360					40,352





**REGIONAL TRANSPORTATION DISTRICT
FARE RECOVERY RATIO
August 31, 2022**

	<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>	<u>2022</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	78,923	45,794
Operating Expenses (in thousands)	500,287	501,611	607,277	638,737	659,102	661,355	781,611	830,534	864,158	998,031	951,508	925,110	662,986
Fare recovery ratio	19.6%	21.6%	18.6%	18.4%	18.3%	18.2%	17.2%	16.9%	16.6%	15.5%	8.0%	8.5%	6.9%



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)

2022 AMENDED BUDGET

	Risk Level	Actual				2022 Budget	Estimated 2023-2027 MTFP	Estimated 2028-2030	Estimated 2031-2040	Total
		2013-2019	2020	2021	2013-2021					
IDENTIFIED SOURCES:										
Limit Fastracks funding increases for bus and paratransit expansion to CPI	Medium	\$ 49,484	\$ 15,441	\$ 17,658	\$ 82,583	\$ 18,989	\$ 108,763	\$ 72,076	\$ 273,651	\$ 556,062
Reduce FasTracks Minimum Unrestricted Fund Balance from \$150 million	Medium	-	-	-	-	-	-	-	-	-
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 ¹	Low	40,804	15,500	-	56,304	-	-	-	-	56,304
Sales and lease opportunities for all RTD properties ²	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 ³	Low	-	-	-	-	-	-	16,601	-	16,601
FasTracks sales and use tax collections above adopted budget ⁴	Low	3,207	-	-	3,207	-	-	-	-	3,207
Sales tax audit/parity	Low	-	-	-	-	-	-	-	-	-
Total Sources		138,752	31,542	17,658	187,952	18,989	108,763	88,677	273,651	678,032
IDENTIFIED USES:										
US36 Project draws ¹		(2,149)	(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 ^{1,3}		(2)	-	-	(2)	-	(60,746)	-	-	(60,748)
2021/2022 Northwest Rail Study		-	-	(8,000)	(8,000)	-	-	-	-	(8,000)
Total Uses		(46,668)	(103)	(11,877)	(58,648)	-	(60,746)	(33,304)	-	(152,698)
Net Sources and Uses		\$ 92,084	\$ 31,439	\$ 5,781	\$ 129,304	\$ 18,989	\$ 48,017	\$ 55,373	\$ 273,651	\$ 525,334
FasTracks Internal Savings Account Balance		\$ 92,084	\$ 123,523	\$ 129,304	\$ 129,304	\$ 148,293	\$ 196,310	\$ 251,683	\$ 525,334	\$ 525,334

¹ 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.

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, plus Montebello property sale of \$601

³ 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.

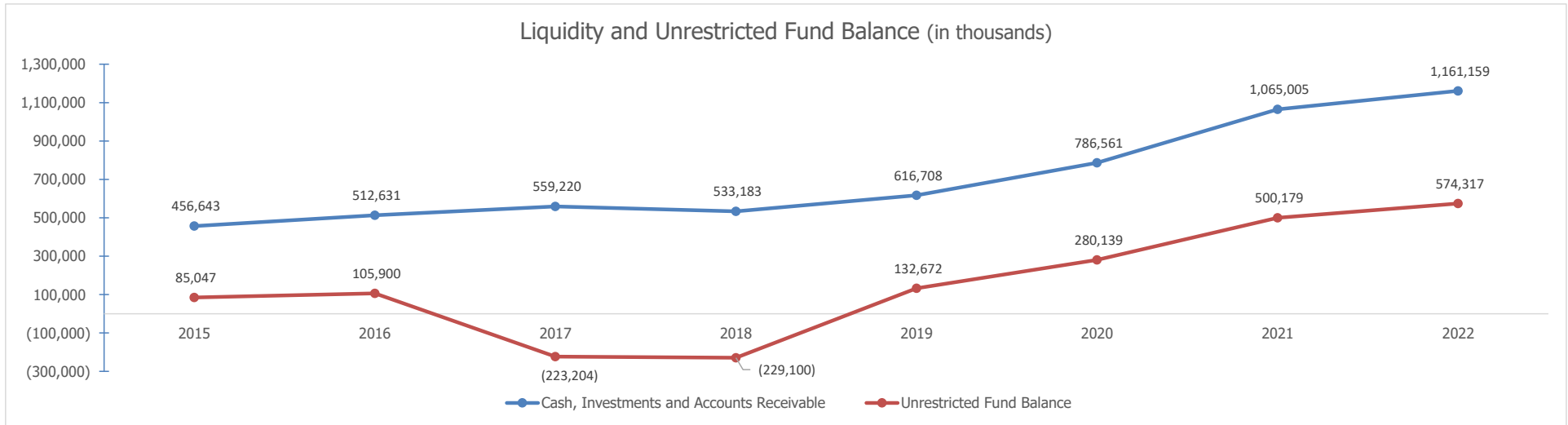
⁴ The transfer of FasTracks sales and use tax revenues in excess of the annual adopted budget to the FISA was approved by the Board in October 2016.





**REGIONAL TRANSPORTATION DISTRICT
LIQUIDITY AND FUND BALANCES
August 31, 2022**
(In Thousands)

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Cash, Investments and Accounts Receivable	456,643	512,631	559,220	533,183	616,708	786,561	1,065,005	1,161,159
Unrestricted Fund Balance	85,047	105,900	(223,204)	(229,100)	132,672	280,139	500,179	574,317



Note: the Unrestricted Fund Balance excludes FasTracks "restricted" balances which are reserved only for FasTracks

Status of Federal COVID-19 Grant Relief Funding Through August 2022

RTD received federal grant apportionments as replacement funding due to significant revenue losses resulting from the COVID-19 Pandemic. The intent of each apportionment is to maintain public transit services which are considered an essential service. Each of the apportionments may be drawn through the Federal Transit Administration (FTA) on a reimbursement basis for eligible expenditures. Those grants are summarized below including the status regarding RTD's progress to date in drawing those funds.

- **Coronavirus Aid, Relief and Economic Security (CARES) Act:** Awarded in May 2020 and fully drawn in 2020 with expenditures for main maintaining service including compensation, fuel and purchased transportation
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA):** Awarded in January 2021 with grant execution in May 2021. Approximately 90% is designated for transit service deployment over six runboards beginning June 2021. The remaining 10% is designated for elimination of certain 2021 cost-reduction actions and other initiatives
- **American Rescue Plan Act (ARPA):** Awarded in March 2021. Eligible expenditures are those that are incurred for maintaining service including compensation, fuel and purchased transportation
- **American Rescue Plan Act (ARPA) Supplemental Funding:** Awarded in March 2022 in response to RTD's application for additional funding for funding shortfall in the 2022-2027 Mid-term Financial Plan (MTFP). Eligible expenditures are those that are incurred for maintaining service including compensation, fuel and purchased transportation

	CARES	CRRSAA	ARPA	ARPA Supplemental	Total
RTD Apportionment	\$ 232,253,946	\$ 203,367,528	\$ 338,468,333	\$ 53,024,645	\$ 827,114,452
Less Small Urbanized Areas	-	-	(34,240,968)	-	(34,240,968)
Net Available to RTD	232,253,946	203,367,528	304,227,365	53,024,645	792,873,484
Grant Draws					
Employee Wages and Benefits	(146,908,920)	(133,038,576)	(169,262,951)	-	(449,210,447)
Contracted Transportation - Bus	(36,380,870)	(28,276,919)	(40,173,141)	-	(104,830,930)
Contracted Transportation - Rail	(48,964,156)	(41,959,148)	(56,377,772)	-	(147,301,076)
Fuel	-	(92,885)	(2,683,719)	-	(2,776,604)
Total Drawn	(232,253,946)	(203,367,528)	(268,497,583)	-	(704,119,057)
Remaining to be Drawn	\$ -	\$ -	\$ 69,970,750	\$ 53,024,645	\$ 122,995,395
% of Total Drawn	100.0%	100.0%	88.3%	0.0%	88.8%

Note: Previous iterations of this document have included a reference to additional section 5307 funding that was apportioned to RTD through the Infrastructure and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). Those references have been removed due to that apportionment being related to preventive maintenance rather than COVID-related funding. The IIJA/BIL apportionments are approximately \$30 million annually beginning in 2022 and are reflected in the monthly financial statements.

Community Engagement Report Communications Department September 2022

The Community Engagement team participated in eight community events engaging with over 120 people in September 2022.

The engagement activities included downtown’s PARK(ing) Day; a customer appreciation/welcome students event at the University of Denver (partnered with Transportation Solutions); school field trip at US36•McCaslin Station; Southwest Denver Community’s resource and career fair, and January 2023 service change public meetings.

A new event that RTD participated in was PARK(ing) Day. PARK(ing) Day is an annual event that repurposes curbside parking lanes into spaces for people, more commonly referred to as parklets. RTD partnered with the Denver Regional Council of Governments (DRCOG) on a parklet off 16th and Glenarm streets for the day to demonstrate how cities can reallocate space used for cars into other community-building ways. It should be noted that the PARK(ing) event attracted a good number of people, but the attendees were not tracked the majority of the day.

All of these events were held in person, except the January 2023 service change public meetings which were held virtually. The in person events were held in Districts C, D, E and O; the January 2023 Service Change public meetings were districtwide.

The table below details the events and activities along with their purpose and the number of customers and/or community members involved.

Date	Time	Event/Audience	District	Purpose – Topic/Information	Number of Participants
9/16/22	10 a.m.-4 p.m.	PARK(ing) Day	C	Shared information about upcoming projects, service change, fare study and equity analysis, and riding RTD	30+
9/20/22	8-11 a.m.	Customer Appreciation/Welcome Students Event	D	Shared information about fares, discounts, and riding RTD	23
9/21/22	9-10 a.m.	Water School field trip to US36•McCaslin	O	Good discussion with students about planning and transit	25
9/23/22	9-10 a.m.	DUS Walking Tour	E	Shared the completed and proposed enhancements in bus concourse	1
9/24/22	9 a.m.-noon	Southwest Denver Community’s Resource and Career Fair	C	Shared information about transit services, internships and job opportunities	11
9/25/22	Noon-1 p.m.	January 2023 Service Change virtual public meeting	Districtwide	Shared information about proposed service changes and solicited feedback	13
9/27/22	Noon-1 p.m.	January 2023 Service Change virtual public meeting	Districtwide	Shared information about proposed service changes and solicited feedback	9
9/27/22	6-7 p.m.	January 2023 Service Change virtual public meeting	Districtwide	Shared information about proposed service changes and solicited feedback	9
Customer/Public Interactions					121+

Bus Operations August 2022

On-Time Performance*	Month	Service Availability	On Time Performance	YTD On-Time Performance
Local	August	98.83%	82.5%	83.4%
Regional			80.9%	85.5%
Regional BRT			83.8%	88.0%

*Bus On-Time Performance (OTP) excludes major service impacts, such as road reconstruction projects or detours, for service planning purposes

Lost Service between Road Calls	Month	Actual Miles	Goal Miles
All Bus	August	31,282	> 30,000

Preventable Accidents per 100,00 Miles	August	Year to Date
All Bus	1.27	1.51

Recruitment/Retention				
Bus Operators	2022		2021	
	Hired	Separated	Hired	Separated
August	13	10	9	18
Year to Date	76	73	66	118

Headcount				
Bus Operators	Budgeted	Current	Vacancies	Vacancy Ratio
Part-Time	102	77	25	24.51%
Full-Time	850	680	170	20.00%
Total	952	757	195	20.48%



Rail Operations August 2022

Rail On-Time Performance	Month	Service Availability	On Time Performance	YTD On-Time Performance
Light Rail Operations	August	94.5%*	89.78%**	92.69%
A, B, G Line – Commuter Rail	August	95.1%***	95.3%	96.9%
N Line – Commuter Rail	August	95.4%****	92.2%	93.1%

- * Due largely to operator shortage
- ** Due largely to speed restriction/mechanical issues
- *** Due largely to no second crewperson
- **** Due largely to PTC issues and theft of copper

Light Rail Mean Distance Between Failures	Month	Actual	Goal
Light Rail Vehicles	August	20,232 miles*	> 25,000 miles
Light Rail Maintenance of Way (MOW)	August	4,880 hours	> 2,500 hours

- * Due largely to brakes and propulsion issues

Light Rail Preventable Accidents	August	Year to Date
Light Rail Operations	0	0

Recruitment/Retention **				
	2022		2021	
	Hired	Separated	Hired	Separated
August	10	5	10	10
Year to Date	38	54	36	54

- ** Includes Operator and Operator Trainees

Light Rail Operator Headcount				
	Budgeted	Current	Vacancies	Vacancy Ratio
Part-Time	2	3	0	0%
Full-Time	190	157	33	17%
Total	192	160	33	17%

September 2022 Agreements

Contract/Reference No. (if applicable)	Date of Contract	(Non-RTD) Party(ies)	Short Contract Description	Dollar Amount
321DP003 CO 03	9/5/2022	Mile High Paving	Contract quantity-cost reconciliation	(\$23,839.70)
Contractor Agreement for Work in Proximity to LRT	9/12/2022	PCL Construction, Inc.	Stout/California at 16th Street Mall	N/A
Right of Entry Agreement for Pothole Survey	9/13/2022	Sitewise, LLC	Vicinity of WCR 1.5 and WCR 3, Boulder Industrial Lead	N/A
Use Permit	9/14/2022	Transportation Solutions Foundation	Transit riders appreciation event	N/A
First Amendment to License Agreement for Fiber Optic Crossing	9/15/2022	United Power, Inc.	Vicinity of 160th and Colo. Blvd., Boulder Industrial Lead	N/A
License Agreement for Electric Wireline Crossing	9/15/2022	United Power, Inc.	Vicinity of 160th and Colo. Blvd., Boulder Industrial Lead	N/A
Contractor's Right of Entry Agreement	9/20/2022	RSDS Contracting, LLC	RTD parking structure at 104th; N Line	N/A
License Agreement for Fiber Optic Crossing	9/22/2022	MCImetro Access Transmission Services, Corp.	Fiber Crossing Trainstation Circle; SERE	N/A
Use Permit	9/22/2022	MCImetro Access Transmission Services, Corp.	Use of Ridgeway parking for overflow parking for the "Big Dig" held at Schweiger Ranch	N/A
Right of Entry Agreement for Construction work in the SW Rail ROW	9/27/2022	W. E. O'Neill Construction Company of Colorado	Use of RTD ROW in the vicinity of South Santa Fe Drive and West Hampden	N/A
License Agreement for Use and Occupancy of Excess Property	9/29/2022	I Buy You Fly, LLC	4055 E. 64th Avenue, Commerce City, CO	N/A
Assignment and Assumption of License Agreement	9/29/2022	I Buy You Fly, LLC, Purcell Tire & Rubber Company	4055 E. 64th Avenue, Commerce City, CO	N/A
Use Permit	9/29/2022	Dept. of Transportation and Infrastructure, CCD	41st and Fox Station Park-n-Ride	N/A
122DR004-L	9/27/22	L&M Enterprises	Snow removal light rail	\$1,293,000
122DR004-J	9/27/22	JPL Cares	Snow removal light rail	\$305,866.47

Claim Number	Coverage	Transaction Date	Amount
L2233259KT	Auto PD	9/2/2022	480.00
L2233161KT	Auto PD	9/12/2022	4,500.00
L2233157KT	Auto PD	9/12/2022	500.00
L2233203KT	Auto PD	9/12/2022	524.84
L2233273KT	Auto PD	9/14/2022	846.40
L2233204KT	Auto PD	9/19/2022	2,653.21
L2233216KT	Auto PD	9/19/2022	3,239.66
L2233081KT	Auto PD	9/19/2022	11,100.00
L2233241KT	Auto PD	9/19/2022	70.20
L2233244KT	Auto PD	9/19/2022	4,946.03
L2233208JE	Auto BI	9/21/2022	3,000.00
L2233283KT	Auto PD	9/21/2022	314.25
L2233241KT	Auto PD	9/28/2022	676.80
Grand Totals - 13 Transactions			