

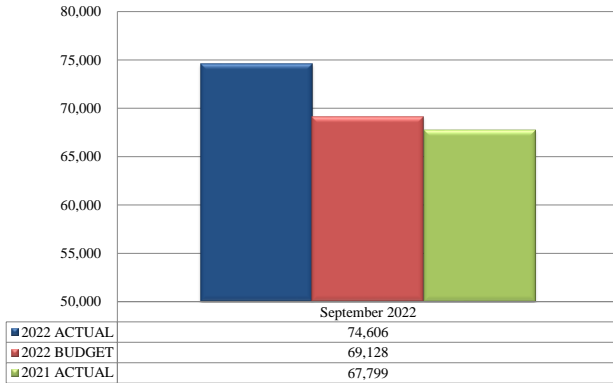
## Unaudited Monthly Financial Statements - September 2022

| SEPT 2022<br>ACTUAL vs.<br>AMENDED<br>BUDGET | YTD 2022<br>ACTUAL vs.<br>AMENDED BUDGET | SEPTEMBER<br>2022 vs. 2021  | YEAR TO DATE<br>2022 vs. 2021 |
|--|--|-----------------------------|-------------------------------|
| S&U TAX<br>7.9% ↑                            | S&U TAX<br>7.6% ↑                        | S&U TAX<br>10.0% ↑          | S&U TAX<br>14.6% ↑            |
| RIDERSHIP<br>-11.6% ↓                        | RIDERSHIP<br>-6.3% ↓                     | RIDERSHIP<br>13.3% ↑        | RIDERSHIP<br>31.7% ↑          |
| FARE<br>REVENUE<br>-19.9% ↓                  | FARE<br>REVENUE<br>-24.7% ↓              | FARE<br>REVENUE<br>-17.5% ↓ | FARE<br>REVENUE<br>-5.0% ↓    |

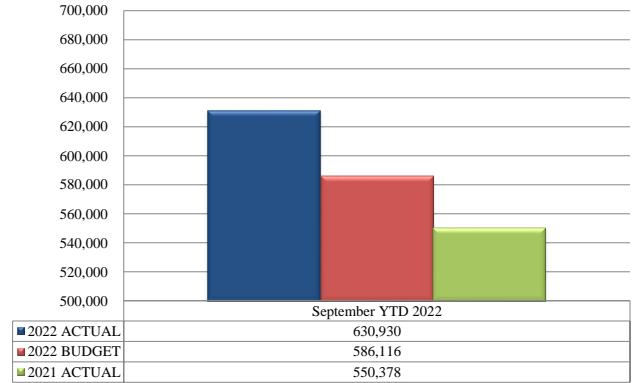
### SALES AND USE TAX SEPTEMBER 2022

| (In Thousands) | 2022<br>ACTUAL | 2022<br>BUDGET | VARIANCE | VARIANCE % | 2021<br>ACTUAL | VARIANCE<br>TO 2021 | VARIANCE<br>%<br>TO 2020 |
|----------------|----------------|----------------|----------|------------|----------------|---------------------|--------------------------|
| MONTH          | 74,606         | 69,128         | 5,478    | 7.9%       | 67,799         | 6,807               | 10.0%                    |
| YTD            | 630,930        | 586,116        | 44,814   | 7.6%       | 550,378        | 80,552              | 14.6%                    |

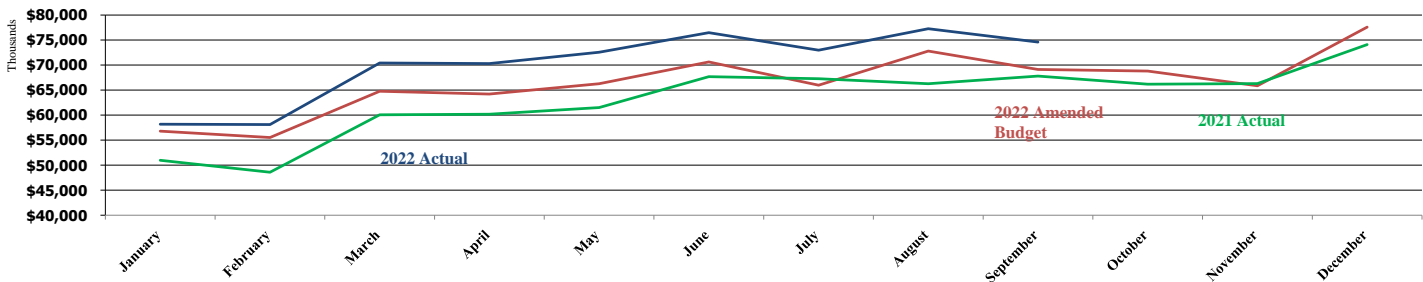
S&U TAX - SEPT 2022  
ACTUAL VS. BUDGET



S&U TAX - YTD  
ACTUAL VS. BUDGET



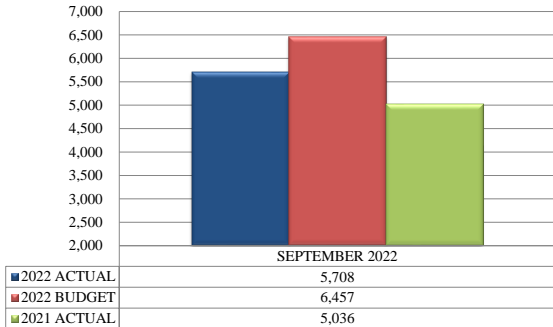
### SALES AND USE TAX TRENDS



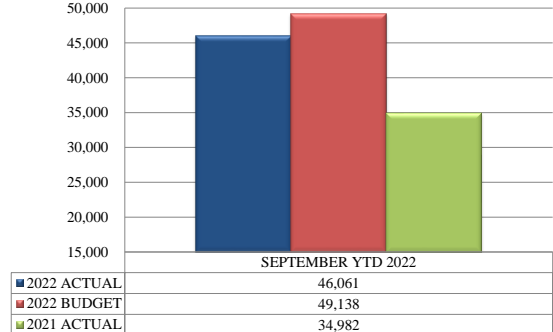
## RIDERSHIP (BOARDINGS) SEPTEMBER 2022

| <i>(In Thousands)</i> | 2022 ACTUAL   | 2022 AMD BUDGET | VARIANCE       | VARIANCE %    | 2021 ACTUAL   | VARIANCE      | VARIANCE % to 2021 |
|-----------------------|---------------|-----------------|----------------|---------------|---------------|---------------|--------------------|
| <b>MONTH</b>          | <b>5,708</b>  | <b>6,457</b>    | <b>(749)</b>   | <b>-11.6%</b> | <b>5,036</b>  | <b>672</b>    | <b>13.3%</b>       |
| <b>YEAR TO DATE</b>   | <b>46,061</b> | <b>49,138</b>   | <b>(3,077)</b> | <b>-6.3%</b>  | <b>34,982</b> | <b>11,079</b> | <b>31.7%</b>       |

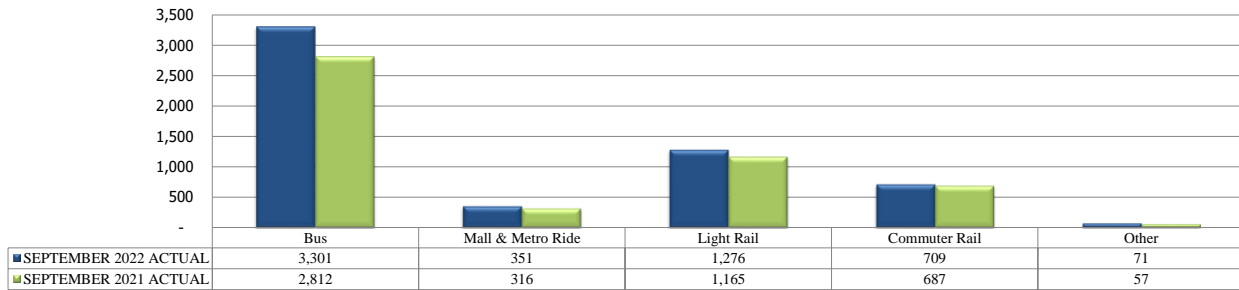
**RIDERSHIP - SEPTEMBER 2022  
ACTUAL VS. AMENDED BUDGET**



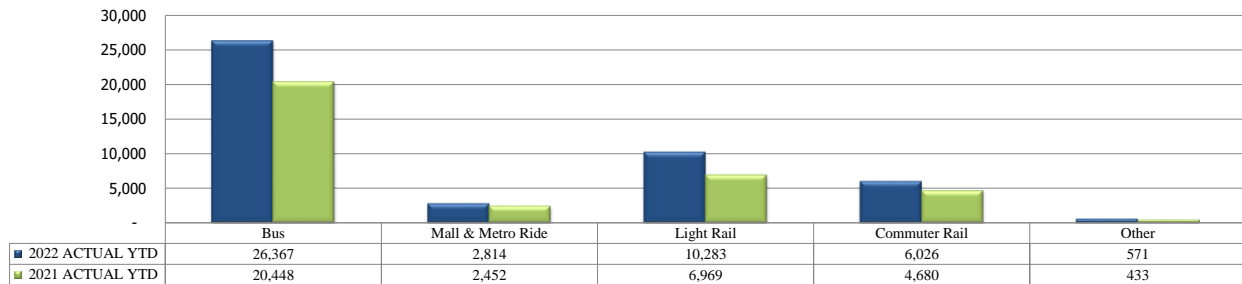
**RIDERSHIP - YTD  
ACTUAL VS. AMENDED BUDGET**



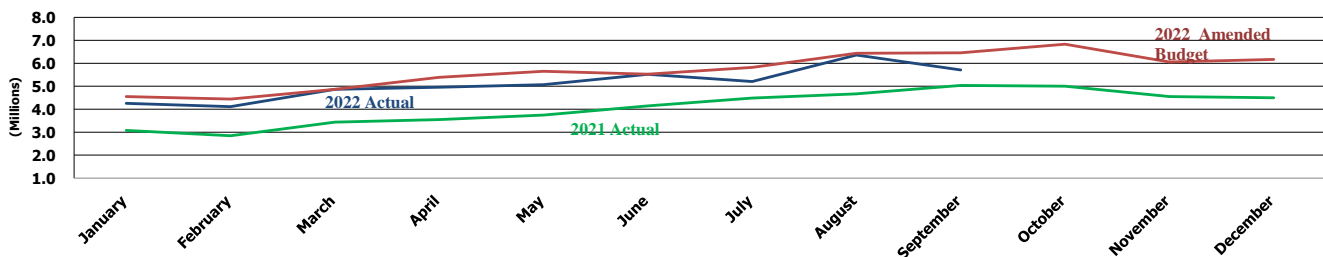
**RIDERSHIP BY TYPE - SEPTEMBER 2022**



**RIDERSHIP BY TYPE - YTD**



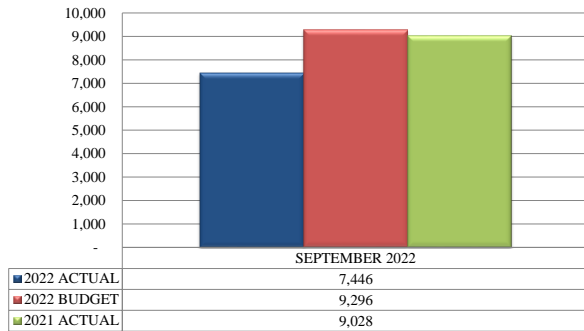
**RIDERSHIP TRENDS**



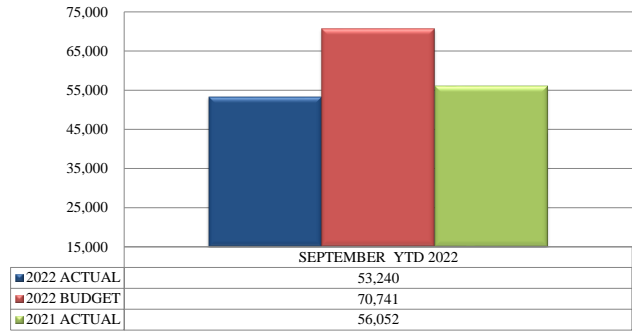
## FARE REVENUE SEPTEMBER 2022

| <i>(In Thousands)</i> | 2022 ACTUAL | 2022 AMD BUDGET | VARIANCE | VARIANCE % | 2021 ACTUAL | VARIANCE | VARIANCE % to 2021 |
|-----------------------|-------------|-----------------|----------|------------|-------------|----------|--------------------|
| MONTH                 | 7,446       | 9,296           | (1,851)  | -19.9%     | 9,028       | (1,582)  | -17.5%             |
| YEAR TO DATE          | 53,240      | 70,741          | (17,501) | -24.7%     | 56,052      | (2,812)  | -5.0%              |

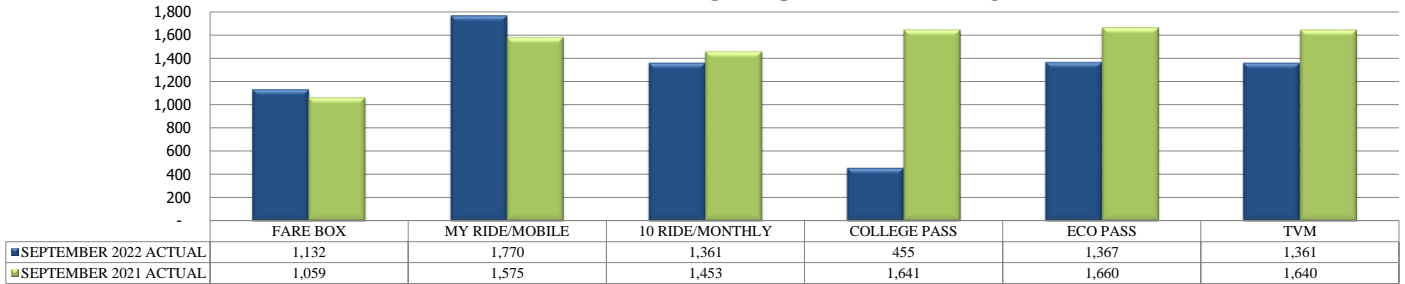
**FARE REVENUE - SEPTEMBER 2022  
ACTUAL VS. AMENDED BUDGET**



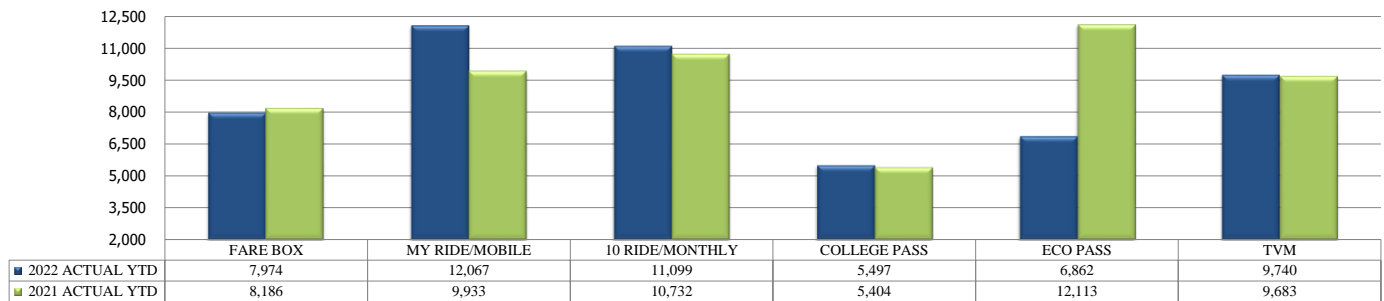
**FARE REVENUE - YTD  
ACTUAL VS. AMENDED BUDGET**



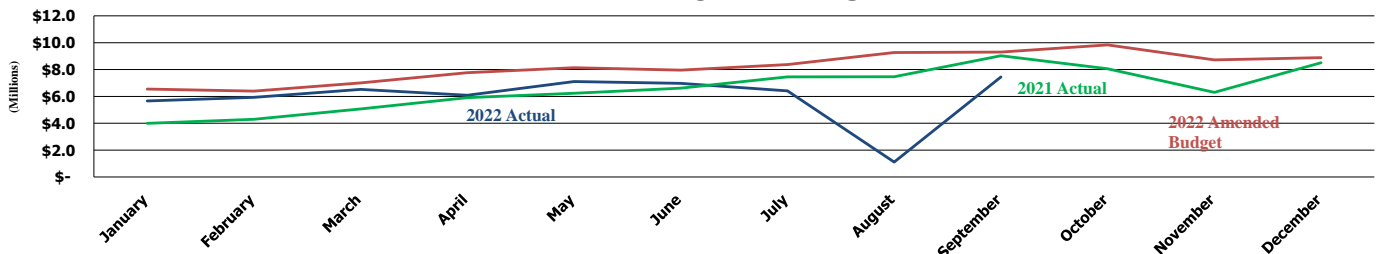
**FARE REVENUE - SEPTEMBER 2022**



**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  
SEPTEMBER 30, 2022  
(UNAUDITED)  
(In Thousands)**

|   | 2022<br>Base System | 2022<br>FasTracks Project | 2022<br>FasTracks Ops | 2022<br>Combined    | Dec 31, 2021<br>Combined | Change              |
|---|---------------------|---------------------------|-----------------------|---------------------|--------------------------|---------------------|
| <b>ASSETS</b>                                 |                     |                           |                       |                     |                          |                     |
| <b>CURRENT ASSETS:</b>                        |                     |                           |                       |                     |                          |                     |
| Cash & Cash Equivalents                       | \$ 496,151          | \$ 407,548                | \$ 54,736             | \$ 958,435          | \$ 878,645               | \$ 79,790           |
| Receivables:                                  |                     |                           |                       |                     |                          |                     |
| Sales Taxes                                   | 91,124              | 60,749                    | -                     | 151,873             | 140,400                  | 11,473              |
| Grants  | 58,027              | -                         | -                     | 58,027              | 49,251                   | 8,776               |
| Other (less allowance for doubtful accts)     | 6,016               | (589)                     | -                     | 5,427               | 13,157                   | (7,730)             |
| Total Net Receivables                         | 155,167             | 60,160                    | -                     | 215,327             | 202,808                  | 12,519              |
| Inventory                                     | 36,235              | -                         | -                     | 36,235              | 34,692                   | 1,543               |
| Restricted Debt Service/Project Funds         | 34,944              | 54,151                    | -                     | 89,095              | 62,202                   | 26,893              |
| Other Assets                                  | 8,230               | 1,903                     | 1,175                 | 11,308              | 11,607                   | (299)               |
| <b>TOTAL CURRENT ASSETS</b>                   | <b>730,727</b>      | <b>523,762</b>            | <b>55,911</b>         | <b>1,310,400</b>    | <b>1,189,954</b>         | <b>120,446</b>      |
| <b>NONCURRENT ASSETS:</b>                     |                     |                           |                       |                     |                          |                     |
| Capital Assets:                               |                     |                           |                       |                     |                          |                     |
| Land  | 171,181             | 685,997                   | -                     | 857,178             | 857,406                  | (228)               |
| Land Improvements                             | 1,313,245           | 4,565,657                 | -                     | 5,878,902           | 5,846,148                | 32,754              |
| 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           | 211,181             | 8,047                     | -                     | 219,228             | 409,168                  | (189,940)           |
| Construction in Progress                      | 49,432              | 39,169                    | -                     | 88,601              | 115,696                  | (27,095)            |
| Total Capital Assets                          | 2,814,556           | 6,470,035                 | -                     | 9,284,591           | 9,274,460                | 10,131              |
| Accumulated Depreciation                      | (1,727,339)         | (1,521,470)               | -                     | (3,248,809)         | (2,992,855)              | (255,954)           |
| Net Capital Assets                            | 1,087,217           | 4,948,565                 | -                     | 6,035,782           | 6,281,605                | (245,823)           |
| TABOR Reserves                                | 8,423               | 9,489                     | -                     | 17,912              | 19,065                   | (1,153)             |
| Restricted Debt Service/Debt Service Reserves | 25,984              | 28,261                    | -                     | 54,245              | 94,647                   | (40,402)            |
| Deposits                                      | 1,504               | -                         | -                     | 1,504               | 1,500                    | 4                   |
| <b>TOTAL NONCURRENT ASSETS</b>                | <b>1,123,128</b>    | <b>4,986,315</b>          | <b>-</b>              | <b>6,109,443</b>    | <b>6,396,817</b>         | <b>(287,374)</b>    |
| <b>TOTAL ASSETS</b>                           | <b>\$ 1,853,855</b> | <b>\$ 5,510,077</b>       | <b>\$ 55,911</b>      | <b>\$ 7,419,843</b> | <b>\$ 7,586,771</b>      | <b>\$ (166,928)</b> |
| <b>DEFERRED OUTFLOW OF RESOURCES</b>          | <b>\$ 29,474</b>    | <b>\$ 22,524</b>          | <b>\$ -</b>           | <b>\$ 51,998</b>    | <b>\$ 54,203</b>         | <b>\$ (2,205)</b>   |





**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF NET POSITION - COMBINED**  
**SEPTEMBER 30, 2022**  
 (UNAUDITED)  
 (In Thousands)

|   | 2022<br>Base System | 2022<br>FasTracks Project | 2022<br>FasTracks Ops | 2022<br>Combined    | Dec 31, 2021<br>Combined | Change              |
|---|---------------------|---------------------------|-----------------------|---------------------|--------------------------|---------------------|
| <b>LIABILITIES</b>                                |                     |                           |                       |                     |                          |                     |
| <b>CURRENT LIABILITIES:</b>                       |                     |                           |                       |                     |                          |                     |
| Accounts & Contracts Payable                      | \$ 34,149           | \$ 7,611                  | \$ 4,295              | \$ 46,055           | \$ 54,402                | \$ (8,347)          |
| Current Portion of Long Term Debt                 | 45,911              | 21,147                    | -                     | 67,058              | 71,548                   | (4,490)             |
| Accrued Compensation                              | 24,495              | -                         | -                     | 24,495              | 25,264                   | (769)               |
| Accrued Interest Payable                          | 3,888               | 38,359                    | -                     | 42,247              | 17,060                   | 25,187              |
| Other   | 18,801              | 2,001                     | -                     | 20,802              | 15,484                   | 5,318               |
| <b>TOTAL CURRENT LIABILITIES</b>                  | <b>127,244</b>      | <b>69,118</b>             | <b>4,295</b>          | <b>200,657</b>      | <b>183,758</b>           | <b>16,899</b>       |
| <b>NONCURRENT LIABILITIES:</b>                    |                     |                           |                       |                     |                          |                     |
| Long Term Debt                                    | 245,078             | 2,696,635                 | -                     | 2,941,713           | 3,139,742                | (198,029)           |
| Other Long-Term Liabilities                       | -                   | 564,863                   | -                     | 564,863             | 558,253                  | 6,610               |
| Net Pension Liability                             | 100,200             | -                         | -                     | 100,200             | 260,200                  | (160,000)           |
| <b>TOTAL NONCURRENT LIABILITIES</b>               | <b>345,278</b>      | <b>3,261,498</b>          | <b>-</b>              | <b>3,606,776</b>    | <b>3,958,195</b>         | <b>(351,419)</b>    |
| <b>TOTAL LIABILITIES</b>                          | <b>\$ 472,522</b>   | <b>\$ 3,330,616</b>       | <b>\$ 4,295</b>       | <b>\$ 3,807,433</b> | <b>\$ 4,141,953</b>      | <b>\$ (334,520)</b> |
| <b>DEFERRED INFLOW OF RESOURCES</b>               | <b>\$ 30,876</b>    | <b>\$ 5,072</b>           | <b>\$ -</b>           | <b>\$ 35,948</b>    | <b>\$ 36,223</b>         | <b>\$ (275)</b>     |
| <b>NET POSITION</b>                               |                     |                           |                       |                     |                          |                     |
| Net Investment in Capital Assets                  | \$ 824,875          | \$ 1,680,026              | \$ -                  | \$ 2,504,901        | \$ 2,552,419             | \$ (47,518)         |
| Restricted - Debt Service, Projects and Deferrals | 35,634              | 82,407                    | -                     | 118,041             | 128,322                  | (10,281)            |
| Restricted - TABOR Reserves                       | 24,617              | 5,220                     | -                     | 29,837              | 25,623                   | 4,214               |
| Restricted - FasTracks                            | -                   | 280,967                   | -                     | 280,967             | 216,395                  | 64,572              |
| 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                                 | 329,925             | -                         | -                     | 329,925             | 571,562                  | (241,637)           |
| Net Pension Liability - Represented               | (59,235)            | -                         | -                     | (59,235)            | (228,257)                | 169,022             |
| <b>TOTAL NET POSITION</b>                         | <b>\$ 1,379,931</b> | <b>\$ 2,196,913</b>       | <b>\$ 51,616</b>      | <b>\$ 3,628,460</b> | <b>\$ 3,462,798</b>      | <b>\$ 165,662</b>   |
| <b>TOTAL LIABILITIES &amp; NET POSITION</b>       | <b>\$ 1,883,329</b> | <b>\$ 5,532,604</b>       | <b>\$ 55,911</b>      | <b>\$ 7,471,841</b> | <b>\$ 7,640,974</b>      | <b>\$ (169,133)</b> |



**REGIONAL TRANSPORTATION DISTRICT**  
**STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED**  
**September 30, 2022**  
(UNAUDITED)  
(In Thousands)

|  | YTD<br>Base<br>System<br>Actual | YTD<br>Base<br>System<br>Amd Budget | YTD<br>FasTracks<br>Project<br>Actual | YTD<br>FasTracks<br>Project<br>Amd Budget | YTD<br>FasTracks<br>Operations<br>Actual | YTD<br>FasTracks<br>Operations<br>Amd Budget | YTD<br>System<br>Wide<br>Actual | YTD<br>System<br>Wide<br>Amd Budget | \$<br>Favorable<br>(Unfavorable) | %<br>Favorable<br>(Unfavorable) |
|--|---------------------------------|-------------------------------------|---------------------------------------|---|--|--|---------------------------------|-------------------------------------|----------------------------------|---------------------------------|
| <b>OPERATING REVENUE:</b>                  |                                 |                                     |                                       |   |  |  |                                 |                                     |                                  |                                 |
| Passenger Fares                            | \$ 30,704                       | \$ 48,811                           | \$ -                                  | \$ -                                      | \$ 22,536                                | \$ 21,930                                    | 53,240                          | 70,741                              | (17,501)                         | -24.7%                          |
| Advertising, Rent and Other                | 5,309                           | 6,265                               | 353                                   | -   | 298                                      | -  | 5,960                           | 6,265                               | (305)                            | -4.9%                           |
| Total Operating Revenue                    | 36,013                          | 55,076                              | 353                                   | -   | 22,834                                   | 21,930                                       | 59,200                          | 77,006                              | (17,806)                         | -23.1%                          |
| <b>OPERATING EXPENSES</b>                  |                                 |                                     |                                       |   |  |  |                                 |                                     |                                  |                                 |
| Bus Operations                             | 234,521                         | 260,208                             | -                                     | -   | -  | -  | 234,521                         | 260,208                             | 25,687                           | 9.9% (1)                        |
| Rail Operations                            | 49,703                          | 62,285                              | -                                     | -   | 62,246                                   | 66,901                                       | 111,949                         | 129,186                             | 17,237                           | 13.3% (2)                       |
| Planning                                   | 5,517                           | 7,247                               | 55                                    | 269                                       | -  | -  | 5,572                           | 7,516                               | 1,944                            | 25.9% (3)                       |
| Capital Programs                           | 35,581                          | 50,766                              | 1,458                                 | 7,344                                     | 1,090                                    | 2,587  | 38,129                          | 60,697                              | 22,568                           | 37.2% (4)                       |
| Administration                             | 42,932                          | 45,861                              | -                                     | -   | -  | -  | 42,932                          | 45,861                              | 2,929                            | 6.4% (5)                        |
| General Counsel                            | 11,343                          | 10,631                              | 125                                   | 191                                       | 2,439                                    | 3,150  | 13,907                          | 13,972                              | 65                               | 0.5% (6)                        |
| Finance                                    | 11,095                          | 10,088                              | -                                     | -   | -  | -  | 11,095                          | 10,088                              | (1,007)                          | -10.0% (7)                      |
| Communications                             | 10,015                          | 11,434                              | 10                                    | -   | -  | -  | 10,025                          | 11,434                              | 1,409                            | 12.3% (8)                       |
| Executive Office                           | 6,912                           | 5,355                               | -                                     | -   | -  | -  | 6,912                           | 5,355                               | (1,557)                          | -29.1% (9)                      |
| Board Office                               | 764                             | 670                                 | -                                     | -   | -  | -  | 764                             | 670                                 | (94)                             | -14.0% (10)                     |
| FasTracks Service Increase                 | (14,868)                        | (14,868)                            | 14,868                                | 14,868                                    | -  | -  | -                               | -                                   | -                                | 0.0%                            |
| Depreciation and Other Non-Departmental    | 40,749                          | 75,112                              | 180,191                               | 155,445                                   | 50,252                                   | 53,636                                       | 271,192                         | 284,193                             | 13,001                           | 4.6%                            |
| Total Operating Expenses                   | 434,264                         | 524,789                             | 196,707                               | 178,117                                   | 116,027                                  | 126,274                                      | 746,998                         | 829,180                             | 82,182                           | 9.9%                            |
| <b>OPERATING INCOME/(LOSS)</b>             | <b>(398,251)</b>                | <b>(469,713)</b>                    | <b>(196,354)</b>                      | <b>(178,117)</b>                          | <b>(93,193)</b>                          | <b>(104,344)</b>                             | <b>(687,798)</b>                | <b>(752,174)</b>                    | <b>64,376</b>                    | <b>8.6%</b>                     |
| <b>NONOPERATING REVENUE (EXPENSES)</b>     |                                 |                                     |                                       |   |  |  |                                 |                                     |                                  |                                 |
| Sales & Use Tax                            | 378,558                         | 350,448                             | 198,448                               | 133,083                                   | 53,924                                   | 101,992                                      | 630,930                         | 585,523                             | 45,407                           | 7.8%                            |
| Operating Grants                           | 254,528                         | 76,059                              | 363                                   | -   | 50,540                                   | -  | 305,431                         | 76,059                              | 229,372                          | 301.6%                          |
| Investment Income                          | (1,617)                         | -                                   | (8,707)                               | -   | -  | -  | (10,324)                        | -                                   | (10,324)                         | 0.0%                            |
| Other Income                               | 2,555                           | (6)                                 | 21,237                                | -   | -  | -  | 23,792                          | (6)                                 | 23,798                           | -396633.3%                      |
| Gain/(Loss) Capital Assets                 | (160)                           | -                                   | -                                     | -   | -  | -  | (160)                           | -                                   | (160)                            | 0.0%                            |
| Interest Expense                           | (6,717)                         | (8,368)                             | (97,672)                              | (107,015)                                 | -  | -  | (104,389)                       | (115,383)                           | 10,994                           | 9.5%                            |
| Net Nonoperating Revenue (Expense)         | 627,147                         | 418,133                             | 113,669                               | 26,068                                    | 104,464                                  | 101,992                                      | 845,280                         | 546,193                             | 299,087                          | 54.8%                           |
| <b>INCOME BEFORE CAPITAL GRANTS</b>        | <b>228,896</b>                  | <b>(51,580)</b>                     | <b>(82,685)</b>                       | <b>(152,049)</b>                          | <b>11,271</b>                            | <b>(2,352)</b>                               | <b>157,482</b>                  | <b>(205,981)</b>                    | <b>363,463</b>                   | <b>-176.5%</b>                  |
| Capital Grants and Local Contributions     | 4,148                           | -                                   | 4,039                                 | -   | -  | -  | 8,187                           | -                                   | 8,187                            | 0.0%                            |
| <b>INCREASE/(DECREASE) IN NET POSITION</b> | <b>\$ 233,044</b>               | <b>\$ (51,580)</b>                  | <b>\$ (78,646)</b>                    | <b>\$ (152,049)</b>                       | <b>\$ 11,271</b>                         | <b>\$ (2,352)</b>                            | <b>\$ 165,669</b>               | <b>\$ (205,981)</b>                 | <b>\$ 371,650</b>                | <b>-180.4%</b>                  |
| <i>Fare Recovery Ratio</i>                 |                                 |                                     |                                       |   |  |  | 7.1%                            | 8.5%                                | -1.4%                            |                                 |

- (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 as well as lower software costs and preventive maintenance campaign costs
- (3) Variance is due to several projects started which will carry over into 2023
- (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) Prior months negative variances were primarily due to timing of insurance premium payments. Variance is now immaterial due to effective claims management
- (7) Variance is due to higher benefit allocations as well as timing of fare media purchases
- (8) Variance is due to lower costs from projects not undertaken for 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**

**September 30, 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 |
|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------|---------------|---------------|--------------------|
| <b>Actual</b>                     | \$ 58,191       | \$ 58,115       | \$ 70,425       | \$ 70,307       | \$ 72,577       | \$ 76,472       | \$ 72,969       | \$ 77,267       | \$ 74,606       | \$ -         | \$ -          | \$ -          | \$ 630,930         |
| <b>Amended Budget</b>             | 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            |
| <b>Favorable/(Unfavorable)</b>    | <b>\$ 1,392</b> | <b>\$ 2,587</b> | <b>\$ 5,643</b> | <b>\$ 6,100</b> | <b>\$ 6,306</b> | <b>\$ 5,857</b> | <b>\$ 6,997</b> | <b>\$ 4,454</b> | <b>\$ 5,479</b> |              |               |               | <b>\$ 44,814</b>   |
| % Favorable/(Unfavorable) - Month | 2.5%            | 4.7%            | 8.7%            | 9.5%            | 9.5%            | 8.3%            | 10.6%           | 6.1%            | 7.9%            |              |               |               |                    |
| % Favorable/(Unfavorable) - YTD   | 2.5%            | 3.5%            | 5.4%            | 6.5%            | 7.2%            | 7.4%            | 7.9%            | 7.6%            | 7.6%            |              |               |               |                    |

**2022 VS. 2021 ACTUALS**

| <b>Net Sales &amp; Use Tax Received</b> | January   | February  | March     | April     | May       | June      | July      | August    | September | October | November | December | Total      |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|----------|----------|------------|
| <b>2022</b>                             | \$ 58,191 | \$ 58,115 | \$ 70,425 | \$ 70,307 | \$ 72,577 | \$ 76,472 | \$ 72,969 | \$ 77,267 | \$ 74,606 | \$ -    | \$ -     | \$ -     | \$ 630,930 |
| <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   | 74,098   | 756,974    |
| Change from to 2020                     | \$ 7,225  | \$ 9,525  | \$10,356  | \$10,133  | \$11,074  | \$ 8,771  | \$ 5,680  | \$10,981  | \$ 6,807  |         |          |          | \$ 80,552  |
| % Increase/(Decrease) by Month vs. 2021 | 14.2%     | 19.6%     | 17.2%     | 16.8%     | 18.0%     | 13.0%     | 8.4%      | 16.6%     | 10.0%     |         |          |          |            |
| % Increase YTD vs. 2021                 | 14.2%     | 16.8%     | 17.0%     | 16.9%     | 17.2%     | 16.4%     | 15.1%     | 15.3%     | 14.6%     |         |          |          |            |

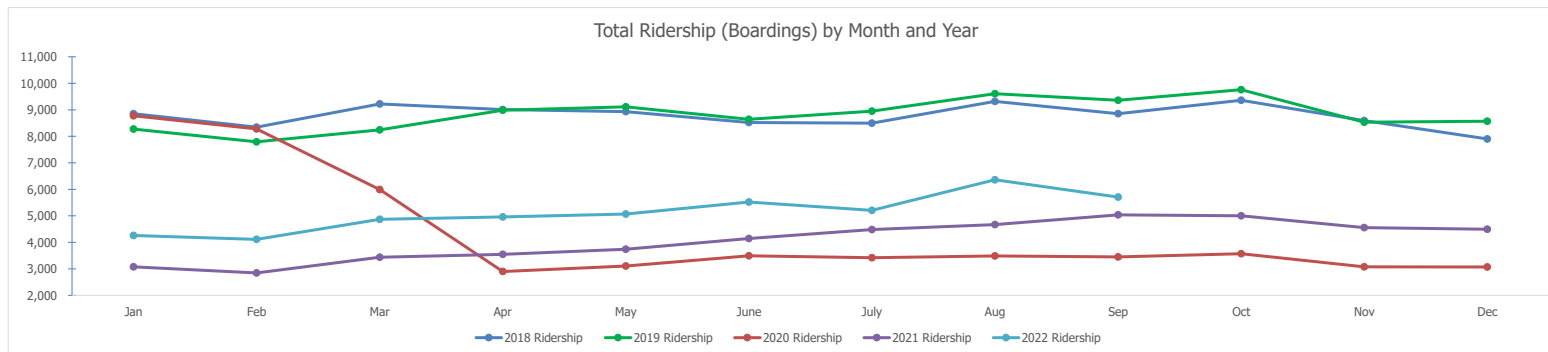


**REGIONAL TRANSPORTATION DISTRICT  
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

| 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        | 3,171        |          |          |          | 25,388        | 19,738        | 5,650         | 28.6%        |
| Flatiron Flyer                          | 63           | 73           | 87           | 91           | 83           | 95           | 85           | 119          | 108          |          |          |          | 804           | 570           | 234           | 41.0%        |
| FlexRide & Special Services             | 15           | 18           | 21           | 20           | 19           | 20           | 18           | 23           | 21           |          |          |          | 175           | 140           | 35            | 25.4%        |
| Total Bus Service                       | 2,540        | 2,403        | 2,810        | 2,836        | 2,867        | 3,016        | 2,873        | 3,721        | 3,301        | -        | -        | -        | 26,367        | 20,448        | 5,919         | 28.9%        |
| C Line                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            |          |          |          | -             | 29            | (29)          | -100.0%      |
| D Line                                  | 172          | 181          | 207          | 223          | 212          | 270          | 230          | 268          | 256          |          |          |          | 2,019         | 1,314         | 705           | 53.7%        |
| E Line                                  | 239          | 246          | 301          | 321          | 342          | 408          | 371          | 421          | 365          |          |          |          | 3,013         | 2,000         | 1,013         | 50.7%        |
| F Line                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            |          |          |          | -             | -             | -             | 0.0%         |
| H Line                                  | 163          | 165          | 190          | 197          | 200          | 235          | 208          | 240          | 239          |          |          |          | 1,837         | 1,197         | 640           | 53.5%        |
| L Line                                  | 28           | 25           | 29           | 29           | 29           | 34           | 30           | 36           | 31           |          |          |          | 270           | 249           | 21            | 8.4%         |
| R Line                                  | 74           | 71           | 82           | 86           | 93           | 107          | 104          | 122          | 105          |          |          |          | 845           | 658           | 186           | 28.3%        |
| W Line                                  | 197          | 189          | 227          | 251          | 256          | 312          | 280          | 306          | 281          |          |          |          | 2,298         | 1,521         | 778           | 51.1%        |
| Total Light Rail                        | 872          | 876          | 1,037        | 1,108        | 1,133        | 1,365        | 1,223        | 1,394        | 1,276        | -        | -        | -        | 10,283        | 6,969         | 3,314         | 47.6%        |
| A Line                                  | 387          | 397          | 505          | 469          | 498          | 519          | 521          | 594          | 499          |          |          |          | 4,389         | 3,489         | 900           | 25.8%        |
| B Line                                  | 10           | 9            | 11           | 13           | 14           | 16           | 15           | 17           | 14           |          |          |          | 118           | 85            | 33            | 39.2%        |
| G Line                                  | 60           | 59           | 76           | 84           | 85           | 100          | 98           | 115          | 98           |          |          |          | 776           | 564           | 211           | 37.4%        |
| N Line                                  | 62           | 56           | 74           | 81           | 82           | 93           | 91           | 106          | 99           |          |          |          | 743           | 542           | 201           | 37.1%        |
| Total Commuter Rail                     | 518          | 521          | 666          | 647          | 678          | 729          | 724          | 832          | 709          | -        | -        | -        | 6,026         | 4,680         | 1,346         | 28.8%        |
| Access-a-Ride                           | 37           | 38           | 46           | 44           | 44           | 44           | 42           | 52           | 46           |          |          |          | 394           | 313           | 82            | 26.2%        |
| Access-a-Cab                            | 4            | 4            | 5            | 4            | 4            | 3            | 3            | 4            | 3            |          |          |          | 35            | 61            | (26)          | -43.0%       |
| Access-on-Demand                        | 1            | 2            | 4            | 5            | 6            | 7            | 6            | 12           | 11           |          |          |          | 55            | 2             | 53            | 2658.2%      |
| Vanpool                                 | 9            | 8            | 9            | 10           | 9            | 11           | 11           | 10           | 10           |          |          |          | 87            | 57            | 30            | 51.8%        |
| Total Revenue Service                   | 3,981        | 3,852        | 4,576        | 4,655        | 4,742        | 5,175        | 4,883        | 6,026        | 5,357        | -        | -        | -        | 43,247        | 32,530        | 10,717        | 32.9%        |
| Mall Shuttle                            | 276          | 260          | 292          | 301          | 326          | 347          | 326          | 334          | 351          |          |          |          | 2,814         | 2,452         | 362           | 14.7%        |
| MetroRide                               | -            | -            | -            | -            | -            | -            | -            | -            | -            |          |          |          | -             | -             | -             | 0.0%         |
| Total Non-Revenue Services              | 276          | 260          | 292          | 301          | 326          | 347          | 326          | 334          | 351          | -        | -        | -        | 2,814         | 2,452         | 362           | 14.7%        |
| <b>Total System</b>                     | <b>4,258</b> | <b>4,112</b> | <b>4,868</b> | <b>4,956</b> | <b>5,068</b> | <b>5,522</b> | <b>5,209</b> | <b>6,360</b> | <b>5,708</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>46,061</b> | <b>34,982</b> | <b>11,079</b> | <b>31.7%</b> |

|                                  |        |        |        |        |        |        |        |        |        |  |  |  |  |  |  |  |        |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--|--|--|--|--|--|--------|
| 2022 % Change from 2021 by Month | 38.3%  | 44.5%  | 41.6%  | 39.8%  | 35.4%  | 33.2%  | 16.2%  | 36.2%  | 13.3%  |  |  |  |  |  |  |  | 31.7%  |
| 2022 % Change from 2020 by Month | -51.5% | -50.3% | -18.7% | 70.9%  | 63.1%  | 58.1%  | 52.3%  | 82.4%  | 65.6%  |  |  |  |  |  |  |  | 7.4%   |
| 2022 % Change from 2019 by Month | -48.5% | -47.2% | -40.9% | -44.8% | -44.4% | -36.1% | -41.8% | -33.8% | -39.0% |  |  |  |  |  |  |  | -41.7% |

|                | 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 | 5,708 |       |       |       | 46,061  |

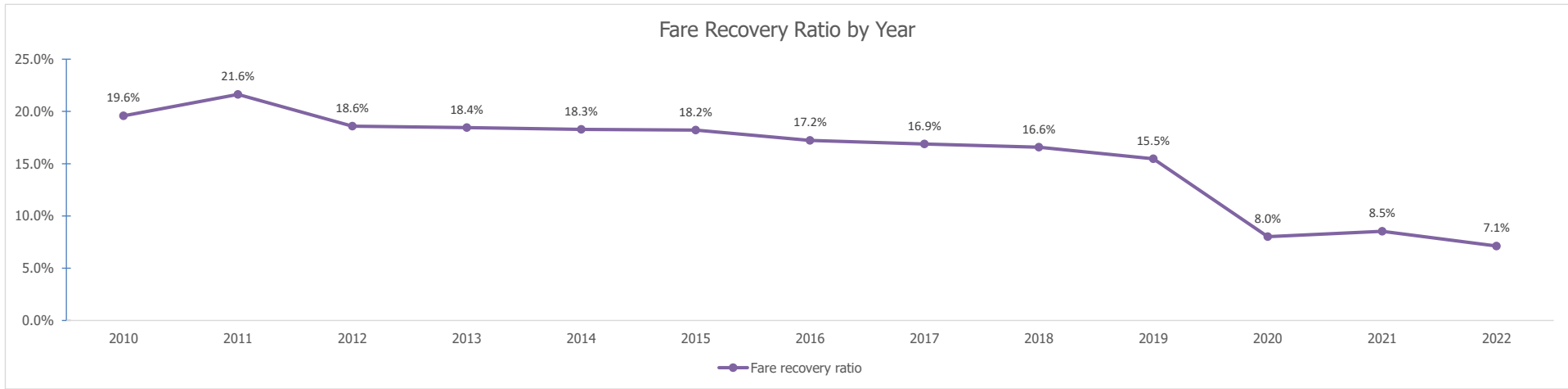






**REGIONAL TRANSPORTATION DISTRICT  
FARE RECOVERY RATIO  
September 30, 2022**

|                                   | <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      | 53,240      |
| 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     | 746,998     |
| 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%        | 7.1%        |



**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         |                   |                          |                     |                     |                   |
| <b>IDENTIFIED SOURCES:</b>  |                   |                  |                   |                   |                   |                   |                          |                     |                     |                   |
| 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        |
| <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>138,752</b>   | <b>31,542</b>     | <b>17,658</b>     | <b>187,952</b>    | <b>18,989</b>     | <b>108,763</b>           | <b>88,677</b>       | <b>273,651</b>      | <b>678,032</b>    |
| <b>IDENTIFIED USES:</b>   |                   |                  |                   |                   |                   |                   |                          |                     |                     |                   |
| US36 Project draws <sup>1</sup>   |                   | (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 <sup>1,3</sup>                                    |                   | (2)              | -                 | -                 | (2)               | -                 | (60,746)                 | -                   | -                   | (60,748)          |
| 2021/2022 Northwest Rail Study  |                   | -                | -                 | (8,000)           | (8,000)           | -                 | -                        | -                   | -                   | (8,000)           |
| <b>Total Uses</b>   |                   | <b>(46,668)</b>  | <b>(103)</b>      | <b>(11,877)</b>   | <b>(58,648)</b>   | <b>-</b>          | <b>(60,746)</b>          | <b>(33,304)</b>     | <b>-</b>            | <b>(152,698)</b>  |
| <b>Net Sources and Uses</b>   |                   | <b>\$ 92,084</b> | <b>\$ 31,439</b>  | <b>\$ 5,781</b>   | <b>\$ 129,304</b> | <b>\$ 18,989</b>  | <b>\$ 48,017</b>         | <b>\$ 55,373</b>    | <b>\$ 273,651</b>   | <b>\$ 525,334</b> |
| <b>Fastracks Internal Savings Account Balance</b>                                     |                   | <b>\$ 92,084</b> | <b>\$ 123,523</b> | <b>\$ 129,304</b> | <b>\$ 129,304</b> | <b>\$ 148,293</b> | <b>\$ 196,310</b>        | <b>\$ 251,683</b>   | <b>\$ 525,334</b>   | <b>\$ 525,334</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.

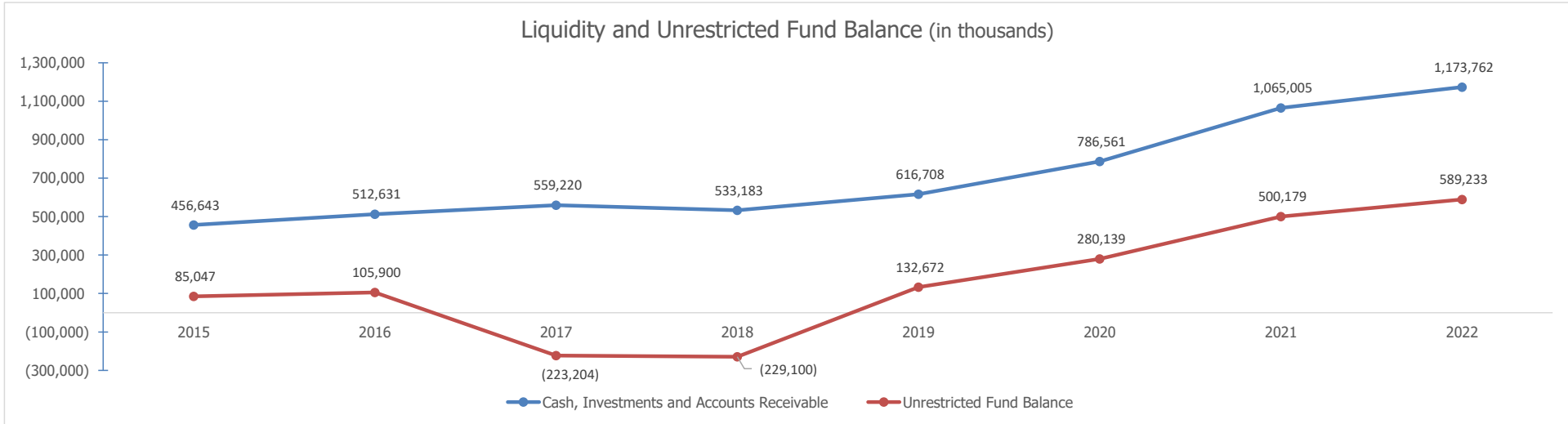
<sup>4</sup> The transfer of Fastracks sales and use tax revenues in excess of the annual adopted budget to the FISA was approved by the Board in October 2016.





**REGIONAL TRANSPORTATION DISTRICT  
LIQUIDITY AND FUND BALANCES  
September 30, 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   | 1,173,762   |
| Unrestricted Fund Balance                 | 85,047      | 105,900     | (223,204)   | (229,100)   | 132,672     | 280,139     | 500,179     | 589,233     |



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