

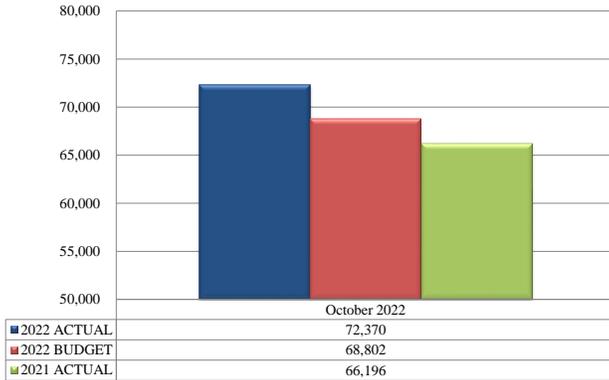
Unaudited Monthly Financial Statements - October 2022

OCT 2022 ACTUAL vs. AMENDED BUDGET	YTD 2022 ACTUAL vs. AMENDED BUDGET	OCTOBER 2022 vs. 2021	YEAR TO DATE 2022 vs. 2021
S&U TAX 5.2% ↑	S&U TAX 7.4% ↑	S&U TAX 9.3% ↑	S&U TAX 14.1% ↑
RIDERSHIP -17.3% ↓	RIDERSHIP -7.6% ↓	RIDERSHIP 13.0% ↑	RIDERSHIP 29.3% ↑
FARE REVENUE -29.6% ↓	FARE REVENUE -25.3% ↓	FARE REVENUE -14.1% ↓	FARE REVENUE -6.2% ↓

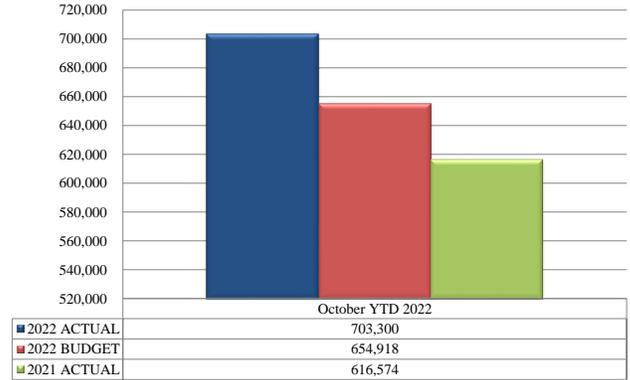
SALES AND USE TAX OCTOBER 2022

(In Thousands)	2022 ACTUAL	2022 BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE TO 2021	VARIANCE % TO 2020
MONTH	72,370	68,802	3,568	5.2%	66,196	6,174	9.3%
YTD	703,300	654,918	48,382	7.4%	616,574	86,726	14.1%

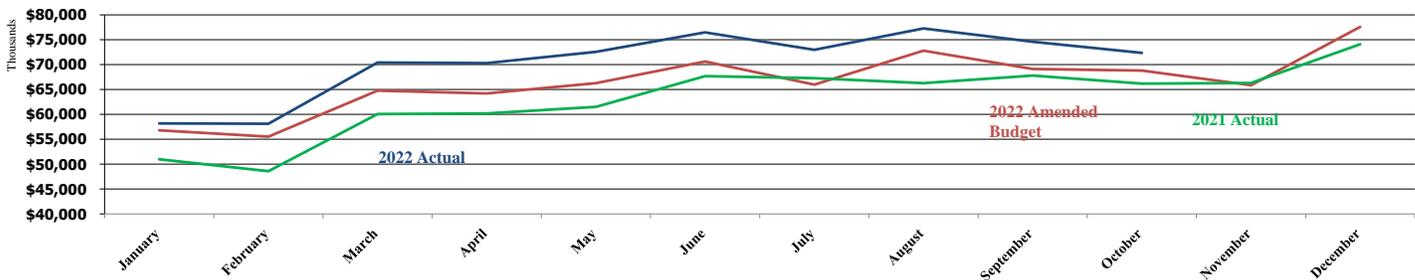
S&U TAX - OCT 2022
ACTUAL VS. BUDGET



S&U TAX - YTD
ACTUAL VS. BUDGET



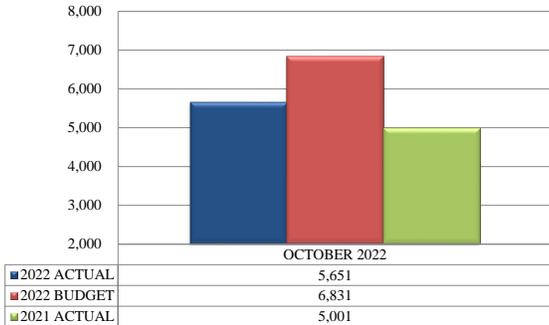
SALES AND USE TAX TRENDS



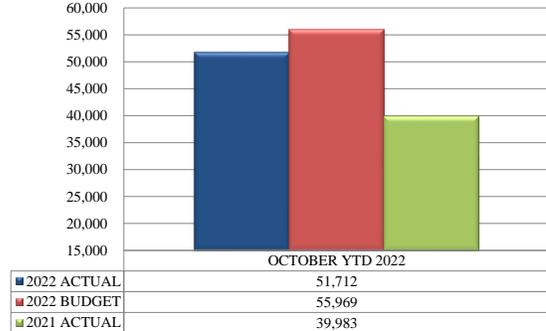
RIDERSHIP (BOARDINGS) OCTOBER 2022

(In Thousands)	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
MONTH	5,651	6,831	(1,180)	-17.3%	5,001	650	13.0%
YEAR TO DATE	51,712	55,969	(4,257)	-7.6%	39,983	11,729	29.3%

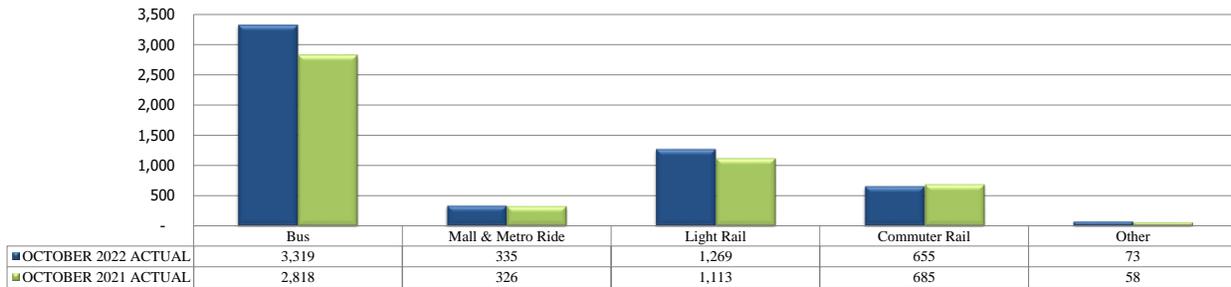
**RIDERSHIP - OCTOBER 2022
ACTUAL VS. AMENDED BUDGET**



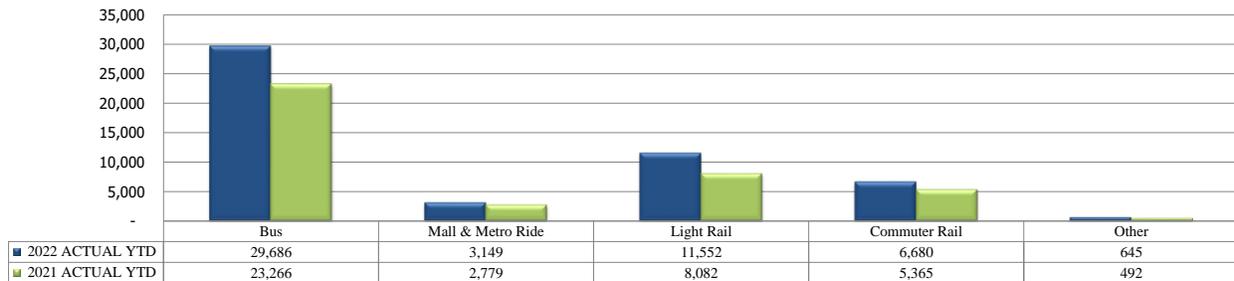
**RIDERSHIP - YTD
ACTUAL VS. AMENDED BUDGET**



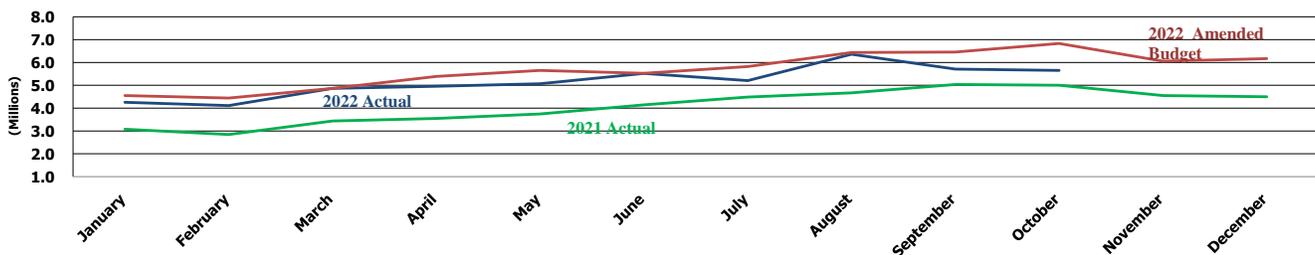
RIDERSHIP BY TYPE - OCTOBER 2022



RIDERSHIP BY TYPE - YTD



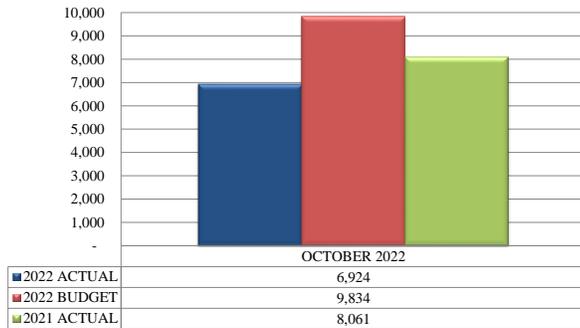
RIDERSHIP TRENDS



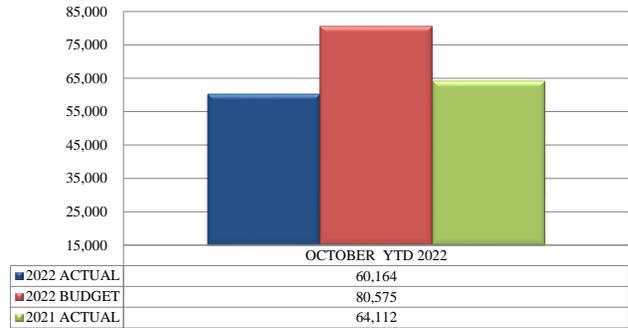
FARE REVENUE OCTOBER 2022

(In Thousands)	2022 ACTUAL	2022 AMD BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE	VARIANCE % to 2021
MONTH	6,924	9,834	(2,910)	-29.6%	8,061	(1,136)	-14.1%
YEAR TO DATE	60,164	80,575	(20,410)	-25.3%	64,112	(3,948)	-6.2%

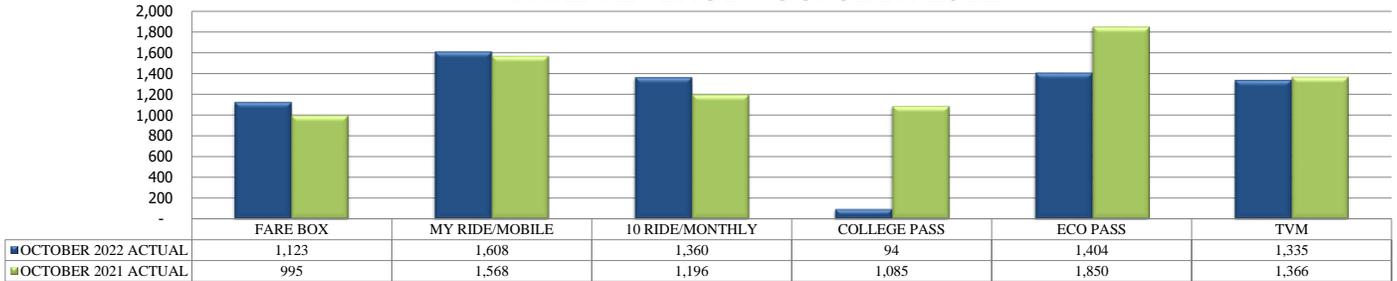
**FARE REVENUE - OCTOBER 2022
ACTUAL VS. AMENDED BUDGET**



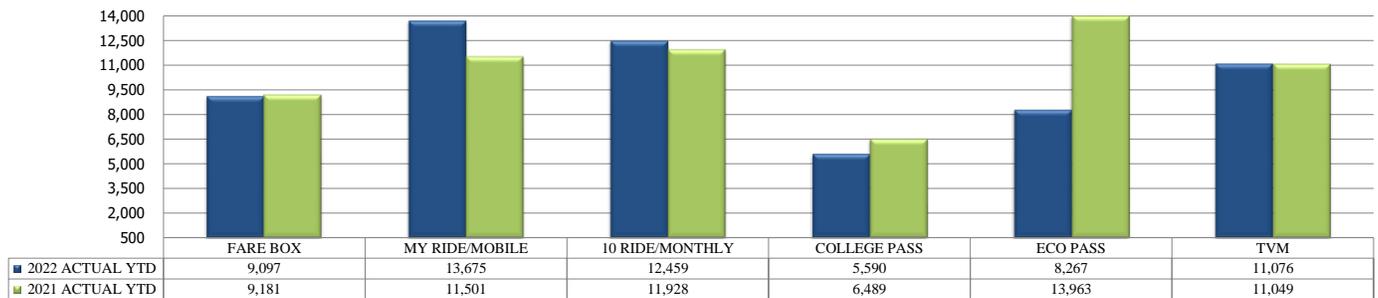
**FARE REVENUE - YTD
ACTUAL VS. AMENDED BUDGET**



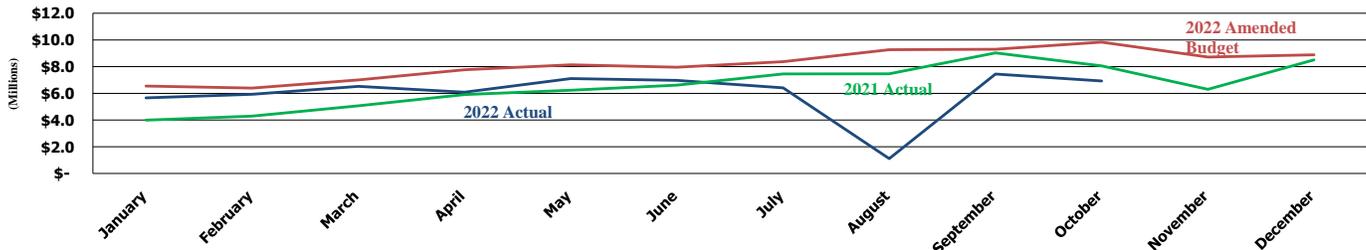
FARE REVENUE - OCTOBER 2022



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
OCTOBER 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	\$ 554,515	\$ 412,823	\$ 55,092	\$ 1,022,430	\$ 878,645	\$ 143,785
Receivables:						
Sales Taxes	88,186	58,881	-	147,067	140,400	6,667
Grants	14,750	-	-	14,750	49,251	(34,501)
Other (less allowance for doubtful accts)	5,848	149	-	5,997	13,157	(7,160)
Total Net Receivables	108,784	59,030	-	167,814	202,808	(34,994)
Inventory	37,453	-	-	37,453	34,692	2,761
Restricted Debt Service/Project Funds	35,832	64,870	-	100,702	62,202	38,500
Other Assets	7,228	1,903	818	9,949	11,607	(1,658)
TOTAL CURRENT ASSETS	743,812	538,626	55,910	1,338,348	1,189,954	148,394
NONCURRENT ASSETS:						
Capital Assets:						
Land	171,181	685,997	-	857,178	857,406	(228)
Land Improvements	1,313,255	4,565,710	-	5,878,965	5,846,148	32,817
Buildings	297,952	393,553	-	691,505	689,980	1,525
Revenue Earning Equipment	772,163	777,612	-	1,549,775	1,356,062	193,713
Shop, Maintenance & Other Equipment	211,767	8,047	-	219,814	409,168	(189,354)
Construction in Progress	48,715	39,284	-	87,999	115,696	(27,697)
Total Capital Assets	2,815,033	6,470,203	-	9,285,236	9,274,460	10,776
Accumulated Depreciation	(1,736,428)	(1,540,887)	-	(3,277,315)	(2,992,855)	(284,460)
Net Capital Assets	1,078,605	4,929,316	-	6,007,921	6,281,605	(273,684)
TABOR Reserves	8,433	9,501	-	17,934	19,065	(1,131)
Restricted Debt Service/Debt Service Reserves	26,185	28,383	-	54,568	94,647	(40,079)
Deposits	1,500	-	-	1,500	1,500	-
TOTAL NONCURRENT ASSETS	1,114,723	4,967,200	-	6,081,923	6,396,817	(314,894)
TOTAL ASSETS	\$ 1,858,535	\$ 5,505,826	\$ 55,910	\$ 7,420,271	\$ 7,586,771	\$ (166,500)
DEFERRED OUTFLOW OF RESOURCES	\$ 29,416	\$ 22,337	\$ -	\$ 51,753	\$ 54,203	\$ (2,450)





REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED
OCTOBER 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	\$ 37,662	\$ 6,834	\$ 4,295	\$ 48,791	\$ 54,402	\$ (5,611)
Current Portion of Long Term Debt	45,911	21,147	-	67,058	71,548	(4,490)
Accrued Compensation	26,189	-	-	26,189	25,264	925
Accrued Interest Payable	4,831	47,120	-	51,951	17,060	34,891
Other	16,662	2,001	-	18,663	15,484	3,179
TOTAL CURRENT LIABILITIES	131,255	77,102	4,295	212,652	183,758	28,894
NONCURRENT LIABILITIES:						
Long Term Debt	244,808	2,695,796	-	2,940,604	3,139,742	(199,138)
Other Long-Term Liabilities	-	564,863	-	564,863	558,253	6,610
Net Pension Liability	100,200	-	-	100,200	260,200	(160,000)
TOTAL NONCURRENT LIABILITIES	345,008	3,260,659	-	3,605,667	3,958,195	(352,528)
TOTAL LIABILITIES	\$ 476,263	\$ 3,337,761	\$ 4,295	\$ 3,818,319	\$ 4,141,953	\$ (323,634)
DEFERRED INFLOW OF RESOURCES	\$ 30,876	\$ 5,044	\$ -	\$ 35,920	\$ 36,223	\$ (303)
NET POSITION						
Net Investment in Capital Assets	\$ 816,547	\$ 1,662,293	\$ (1)	\$ 2,478,839	\$ 2,552,419	\$ (73,580)
Restricted - Debt Service, Projects and Deferrals	36,647	93,249	-	129,896	128,322	1,574
Restricted - TABOR Reserves	24,617	5,220	-	29,837	25,623	4,214
Restricted - FasTracks	-	276,303	-	276,303	216,395	59,908
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	338,121	-	-	338,121	571,562	(233,441)
Net Pension Liability - Represented	(59,235)	-	-	(59,235)	(228,257)	169,022
TOTAL NET POSITION	\$ 1,380,812	\$ 2,185,358	\$ 51,615	\$ 3,617,785	\$ 3,462,798	\$ 154,987
TOTAL LIABILITIES & NET POSITION	\$ 1,887,951	\$ 5,528,166	\$ 55,910	\$ 7,472,024	\$ 7,640,974	\$ (168,950)



REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED
October 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	\$ 35,186	\$ 55,597	\$ -	\$ -	\$ 24,978	\$ 24,978	60,164	80,575	(20,411)	-25.3%
Advertising, Rent and Other	5,789	6,961	353	-	298	-	6,440	6,961	(521)	-7.5%
Total Operating Revenue	40,975	62,558	353	-	25,276	24,978	66,604	87,536	(20,932)	-23.9%
OPERATING EXPENSES										
Bus Operations	262,065	288,908	-	-	-	-	262,065	288,908	26,843	9.3% (1)
Rail Operations	55,125	68,255	-	-	68,944	74,240	124,069	142,495	18,426	12.9% (2)
Planning	6,047	7,945	70	298	-	-	6,117	8,243	2,126	25.8% (3)
Capital Programs	39,646	56,060	1,642	8,114	1,202	2,873	42,490	67,047	24,557	36.6% (4)
Administration	33,100	32,483	-	-	-	-	33,100	32,483	(617)	-1.9% (5)
Security	15,002	18,306	-	-	-	-	15,002	18,306	3,304	18.0% (6)
General Counsel	12,263	11,476	125	211	2,703	3,500	15,091	15,187	96	0.6% (7)
Finance	12,262	11,077	-	-	-	-	12,262	11,077	(1,185)	-10.7% (8)
Communications	11,199	12,735	10	-	-	-	11,209	12,735	1,526	12.0% (9)
Executive Office	7,475	5,920	-	-	-	-	7,475	5,920	(1,555)	-26.3% (10)
Board Office	841	739	-	-	-	-	841	739	(102)	-13.8% (11)
FasTracks Service Increase	(16,520)	(16,520)	16,520	16,520	-	-	-	-	-	0.0%
Depreciation and Other Non-Departmental	45,649	81,524	199,790	172,698	55,891	59,355	301,330	313,577	12,247	3.9%
Total Operating Expenses	484,154	578,908	218,157	197,841	128,740	139,968	831,051	916,717	85,666	9.3%
OPERATING INCOME/(LOSS)	(443,179)	(516,350)	(217,804)	(197,841)	(103,464)	(114,990)	(764,447)	(829,181)	64,734	7.8%
NONOPERATING REVENUE (EXPENSES)										
Sales & Use Tax	421,980	392,035	217,888	148,593	63,433	113,876	703,301	654,504	48,797	7.5%
Operating Grants	255,392	84,510	349	-	51,301	-	307,042	84,510	222,532	263.3%
Investment Income	310	-	(8,373)	-	-	-	(8,063)	-	(8,063)	0.0%
Other Income	2,746	(6)	22,246	-	-	-	24,992	(6)	24,998	-416633.3%
Gain/(Loss) Capital Assets	(160)	-	-	-	-	-	(160)	-	(160)	0.0%
Interest Expense	(7,449)	(9,298)	(108,519)	(118,906)	-	-	(115,968)	(128,204)	12,236	9.5%
Net Nonoperating Revenue (Expense)	672,819	467,241	123,591	29,687	114,734	113,876	911,144	610,804	300,340	49.2%
INCOME BEFORE CAPITAL GRANTS	229,640	(49,109)	(94,213)	(168,154)	11,270	(1,114)	146,697	(218,377)	365,074	-167.2%
Capital Grants and Local Contributions	4,285	-	3,875	-	-	-	8,160	-	8,160	0.0%
INCREASE/(DECREASE) IN NET POSITION	\$ 233,925	\$ (49,109)	\$ (90,338)	\$ (168,154)	\$ 11,270	\$ (1,114)	\$ 154,857	\$ (218,377)	\$ 373,234	-170.9%
<i>Fare Recovery Ratio</i>							7.2%	8.8%	-1.6%	

- (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) Variance is primarily due to lower contracted security costs
- (7) Prior months negative variances were primarily due to timing of insurance premium payments. Variance is now immaterial due to effective claims management
- (8) Variance is due to higher benefit allocations as well as timing of fare media purchases and Account-based Ticketing (ABT) costs
- (9) 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
- (10) Variance is due to temporary coding of P-card expenses until allocation is made to the appropriate departments
- (11) 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**

October 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	\$ 74,606	\$ 72,370	\$ -	\$ -	\$ 703,300
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	\$ 5,479	\$ 3,568			\$ 48,382
% Favorable/(Unfavorable) - Month	2.5%	4.7%	8.7%	9.5%	9.5%	8.3%	10.6%	6.1%	7.9%	5.2%			
% Favorable/(Unfavorable) - YTD	2.5%	3.5%	5.4%	6.5%	7.2%	7.4%	7.9%	7.6%	7.6%	7.4%			

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	\$ 74,606	\$ 72,370	\$ -	\$ -	\$ 703,300
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	\$ 6,807	\$ 6,174			\$ 86,726
% Increase/(Decrease) by Month vs. 2021	14.2%	19.6%	17.2%	16.8%	18.0%	13.0%	8.4%	16.6%	10.0%	9.3%			
% Increase YTD vs. 2021	14.2%	16.8%	17.0%	16.9%	17.2%	16.4%	15.1%	15.3%	14.6%	14.1%			

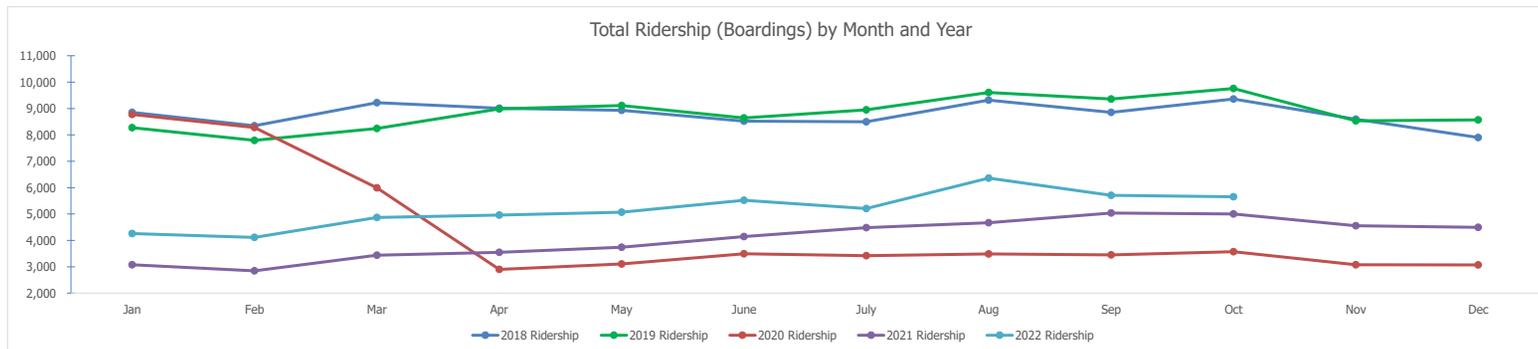


**REGIONAL TRANSPORTATION DISTRICT
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

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	3,193			28,581	22,444	6,137	27.3%
Flatiron Flyer	63	73	87	91	83	95	85	119	108	104			908	665	243	36.6%
FlexRide & Special Services	15	18	21	20	19	20	18	23	21	22			197	157	39	25.1%
Total Bus Service	2,540	2,403	2,810	2,836	2,867	3,016	2,873	3,721	3,301	3,319	-	-	29,686	23,266	6,420	27.6%
C Line	-	-	-	-	-	-	-	-	-	-			-	29	(29)	-100.0%
D Line	172	181	207	223	212	270	230	268	256	243			2,263	1,526	736	48.3%
E Line	239	246	301	321	342	408	371	421	365	369			3,382	2,323	1,059	45.6%
F Line	-	-	-	-	-	-	-	-	-	-			-	-	-	0.0%
H Line	163	165	190	197	200	235	208	240	239	241			2,078	1,408	670	47.6%
L Line	28	25	29	29	29	34	30	36	31	31			302	280	22	7.7%
R Line	74	71	82	86	93	107	104	122	105	113			958	749	209	27.9%
W Line	197	189	227	251	256	312	280	306	281	270			2,569	1,766	802	45.4%
Total Light Rail	872	876	1,037	1,108	1,133	1,365	1,223	1,394	1,276	1,269	-	-	11,552	8,082	3,470	42.9%
A Line	387	397	505	469	498	519	521	594	499	457			4,846	4,003	843	21.1%
B Line	10	9	11	13	14	16	15	17	14	13			131	98	34	34.3%
G Line	60	59	76	84	85	100	98	115	98	91			867	645	222	34.4%
N Line	62	56	74	81	82	93	91	106	99	94			837	620	217	35.0%
Total Commuter Rail	518	521	666	647	678	729	724	832	709	655	-	-	6,680	5,365	1,315	24.5%
Access-a-Ride	37	38	46	44	44	44	42	52	46	48			442	357	86	24.0%
Access-a-Cab	4	4	5	4	4	3	3	4	3	3			38	67	(29)	-43.4%
Access-on-Demand	1	2	4	5	6	7	6	12	11	12			67	2	64	2586.4%
Vanpool	9	8	9	10	9	11	11	10	10	11			98	65	33	50.2%
Total Revenue Service	3,981	3,852	4,576	4,655	4,742	5,175	4,883	6,026	5,357	5,316	-	-	48,563	37,205	11,358	30.5%
Mall Shuttle	276	260	292	301	326	347	326	334	351	335			3,149	2,779	370	13.3%
MetroRide	-	-	-	-	-	-	-	-	-	-			-	-	-	0.0%
Total Non-Revenue Services	276	260	292	301	326	347	326	334	351	335	-	-	3,149	2,779	370	13.3%
Total System	4,258	4,112	4,868	4,956	5,068	5,522	5,209	6,360	5,708	5,651	-	-	51,712	39,983	11,728	29.3%

2022 % Change from 2021 by Month	38.3%	44.5%	41.6%	39.8%	35.4%	33.2%	16.2%	36.2%	13.3%	13.0%			29.3%
2022 % Change from 2020 by Month	-51.5%	-50.3%	-18.7%	70.9%	63.1%	58.1%	52.3%	82.4%	65.6%	58.2%			11.3%
2022 % Change from 2019 by Month	-48.5%	-47.2%	-40.9%	-44.8%	-44.4%	-36.1%	-41.8%	-33.8%	-39.0%	-42.1%			-41.7%

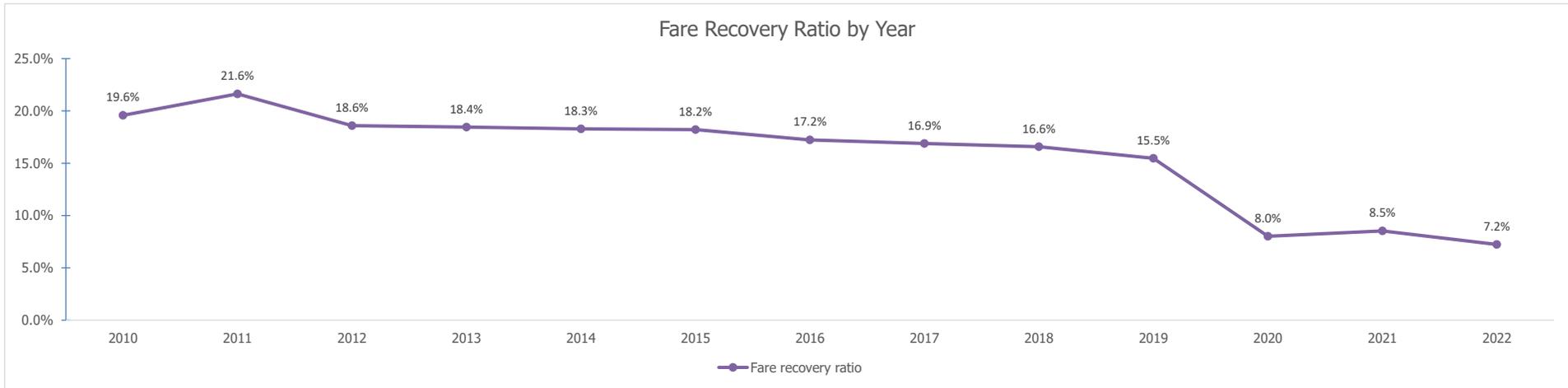
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2018 Ridership	8,849	8,348	9,220	9,009	8,931	8,519	8,496	9,314	8,850	9,360	8,591	7,901	105,388
2019 Ridership	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,358	9,759	8,534	8,568	105,824
2020 Ridership	8,775	8,281	5,991	2,899	3,107	3,492	3,419	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	5,651			51,712





**REGIONAL TRANSPORTATION DISTRICT
FARE RECOVERY RATIO
October 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	60,164
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	831,051
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%	7.2%



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 Montbello 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.



We make lives better through connections.

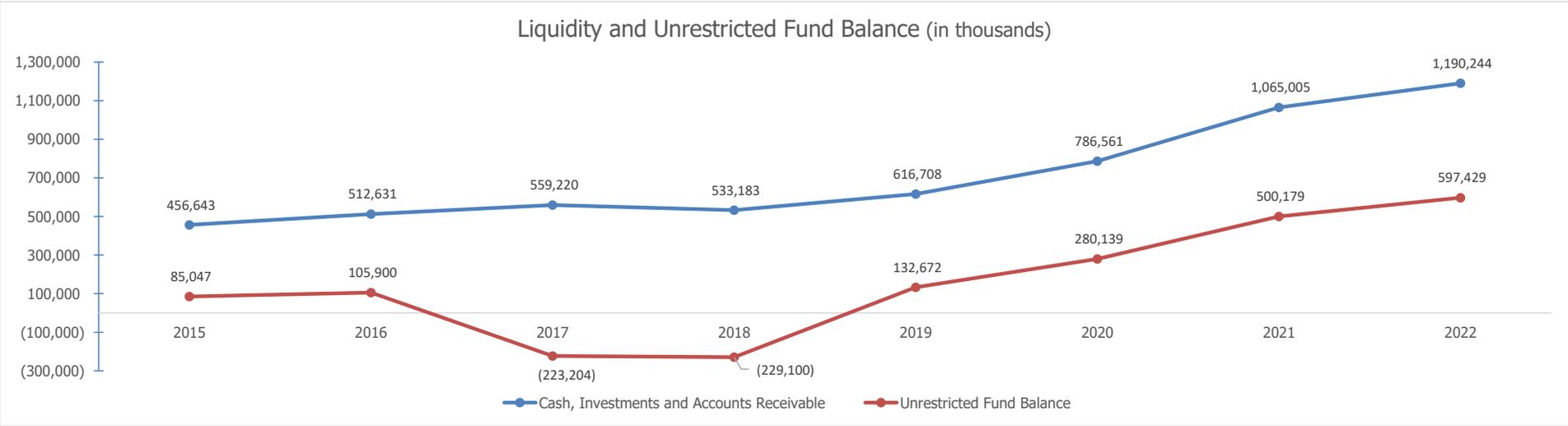


**REGIONAL TRANSPORTATION DISTRICT
LIQUIDITY AND FUND BALANCES**

October 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	1,190,244
Unrestricted Fund Balance	85,047	105,900	(223,204)	(229,100)	132,672	280,139	500,179	597,429



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