

# 2022 Amended Budget

June 14, 2022

Doug MacLeod, Chief Financial Officer

Todd Nikkel, Senior Manager, Budget

# 2022 Amended Budget Purpose

---

- Restrict expenditures to authorized uses
- Adjust for new information and needs
- Can only spend monies that are Board-appropriated

# 2022 Amended Budget Requested Changes

---

## ■ Key 2022 fiscal changes:

- Sales and use tax forecast updated
- Reallocation of operating expenses and increases for critical needs
- State of good repair

# 2021 Amended Budget Requested Changes

---

- Revenue \$30.7 million increase for Sales and Use Taxes
- Operating expense increase of \$4.9 million:
  - \$9.3 million reduction in purchased transportation and diesel fuel
  - \$1.0 million reduction to 2021 expense carry forward
  - \$1.2 million increase for additional headcount and overtime
  - \$2.9 million for GM Contingency fund
  - \$1.3 million for adjustments to various expense accounts

# 2022 Amended Budget Requested Changes

---

- New capital expenditure increase \$5.9 million
  - \$1.4 million for DVR replacements on fixed route vehicles
  - \$0.6 million for Wheel Hoists
  - \$3.9 million for East Metro roof replacement
- 2021 capital expenditure carry-forward increase of \$62.0 million
- Increase of \$6.8 million to unrestricted fund
  - \$18.0 million reduction for 50% share of credit risk premium
  - \$8.7 million reduction for return of Eagle P3 advanced funding

# 2022 Amended Budget Recap

---

	2022 Amended Budget Impact (in millions)
Revenue	\$ 30.7
<u>Appropriations</u>	
Operating expenses	\$ 4.9
New capital expenditures	5.9
Capital carry-forward	62.0
Increase to unrestricted fund	6.8
Total	\$ 79.7

# Upcoming Budgets and Forecasts

---

- July 2022: 2023-2028 Mid-term Financial Plan (MTFP) update
- September 2022: 2023-2028 MTFP approval
- November 2022: 2023 Proposed Budget approval



**Thank you.**

[rtd-denver.com](http://rtd-denver.com)



# BOARD OF DIRECTORS REPORT

2022 Amended Budget

<b>Committee Meeting Date:</b> June 14, 2022
<b>Board Meeting Date:</b> July 28, 2022

## RECOMMENDED ACTION

For the Board of Directors to adopt Resolution No. \_\_\_, Series of 2022 to amend and appropriate funds to increase the 2022 Amended Budget by \$79.7 million to \$2,105.5 million.

## STAFF REPRESENTATIVE

Doug MacLeod, Chief Financial Officer

Todd Nikkel, Senior Manager, Budget

## BACKGROUND

RTD may amend its annual budget at any time during the fiscal year, with Board approval. Budget amendments are requested primarily when new information or unplanned activities arise, since the Approved Budget appropriation, that require additional funding, reductions to funding or reallocation of funds to the appropriate projects, accounts and cost centers. RTD's budgetary controls require Board appropriation of funding in order to authorize staff to expend those funds for specified needs.

## DISCUSSION

The 2022 Adopted Budget was appropriated by the RTD Board in November 2021. This budget amendment is requested to reflect changes that have occurred in the intervening period to adjust for revised revenue assumptions and modifications to certain expenditure appropriations.

### *Fiscal Policy Adherence*

The RTD Board approved the 2022 Fiscal Policy in November 2021. The following are key components of the 2022 Fiscal Policy and explanations regarding the extent to which this 2022 Amended Budget adheres to those requirements:

- *RTD will contract with a third party to provide sales and use tax forecasts:* The 2022 Amended Budget includes the March 2022 sales and use tax forecast from the University of Colorado Leeds School of Business
- *Priority will be given to replacement of existing, backlog and deferred assets before consideration of new assets:* The 2022 Amended Budget provides funding for maintenance and replacement needs according to the Asset Management Plan.
- *RTD will strive to maintain a fund balance equivalent to 3 months of operating expenses, excluding depreciation, for unanticipated expenditures and increases in costs as well as to mitigate service disruptions during economic downturns:* The 2022 Amended Budget fund balance is equivalent to 3.0 months of operating reserves.
- *RTD will maintain a minimum net revenue coverage ratio (revenues available for debt service after subtracting operating expenses) of 1.2 times:* The 2022 Amended Budget results in a 1.4 times revenue coverage ratio.

**FINANCIAL IMPACT**

Below and attached are summaries and details, respectively of the changes between the 2022 Adopted Budget and 2022 Amended Budget appropriations requested.

*Revenues*

- Sales and use tax revenue has been adjusted to the March 2022 forecast

**2022 Revenues  
 (\$000s)**

	<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>\$ Change</b>
Customer Fares	\$ 98,179	\$ 98,179	\$ -
Sales and Use Tax Revenue	768,368	799,024	30,656
Other Operating Revenue	8,353	8,353	-
Grant Revenue and Other Contributions	209,494	209,494	-
 Total Revenues	 <u>\$ 1,084,394</u>	 <u>\$ 1,115,050</u>	 <u>\$ 30,656</u>

*Expenditures*

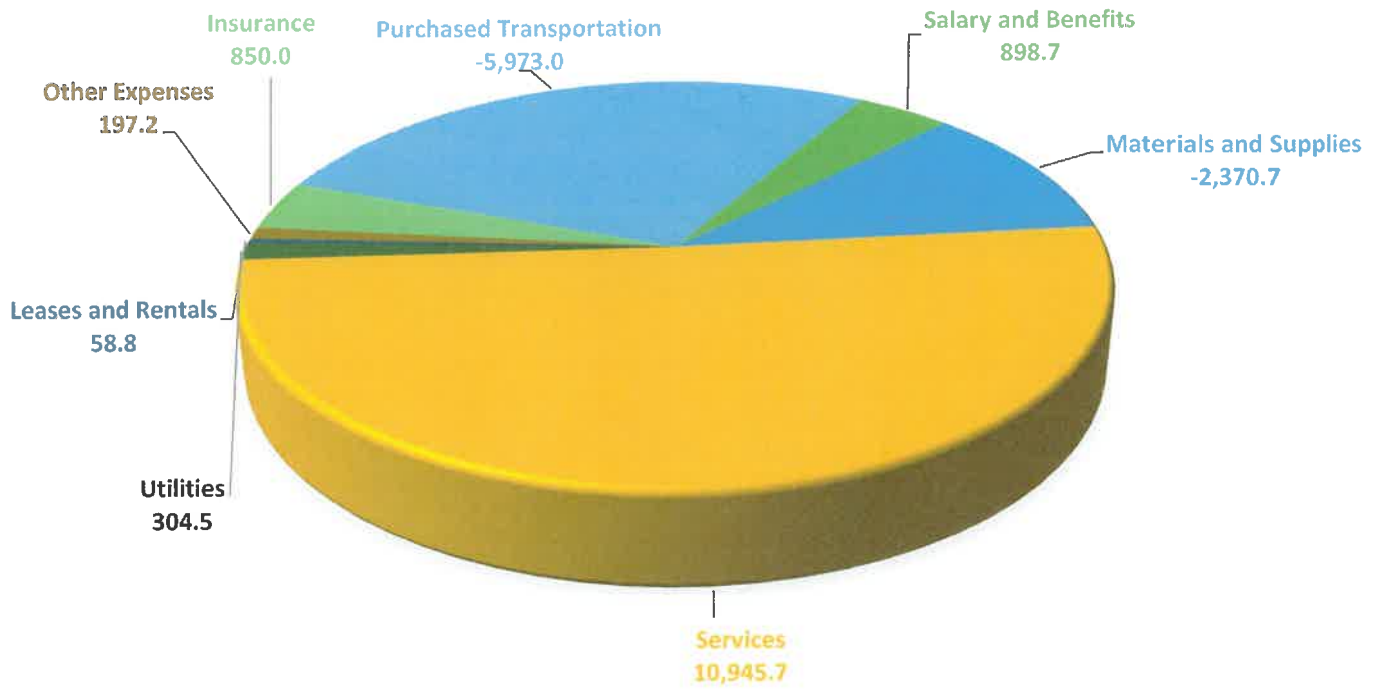
- Operating expenditures increases of \$4.9 million consist of:
  - Reduction of \$9.3 million for purchased transportation and fuel
  - Increase of \$1.35 million for other Bus Operations expenses
  - Reduction of \$1.0 million related to 2021 expense carry forward to 2022
  - \$.2 million for increased security services, security staff and staff overtime
  - \$.8 million increase for additional headcount in Safety, and Contracts & Procurement
  - \$.85 million for increased cost of Insurance
  - \$2.7 million increase to fund expense grant projects
  - \$2.9 million for replenishment of GM Contingency fund
  - \$5.3 million from previously approved transfers
  - \$1.1 million increase in other miscellaneous expenditures
  
- New capital expenditures have been increased \$5.9 million due to advancing projects in the 2023-2028 Asset Management Plan to 2022 as follows:
  - \$1.4 million for DVR replacements on fixed route bus vehicles

- \$0.6 million for wheel hoists
  - \$3.9 million for East Metro roof replacement
- Capital carry-forward expenditures from 2021 have been reconciled, increasing the previously approved capital by \$62.0 million.
  - The increase to the Unrestricted Fund is due to improved tax revenues and includes the following payments:
    - The Railroad Rehabilitation and Improvement Financing (RRIF) loan credit risk premium of \$29.8 million plus interest will be returned to RTD. RTD is required to remit 50% of this amount to the City and County of Denver estimated to be up to \$18 million including interest.
    - \$8.7 million payment to the City and County of Denver to return advanced funding regarding the Eagle P3 Project

### 2022 Appropriation (\$000s)

	Adopted Budget	Amended Budget	Change
Operating Expenses	\$ 770,873	\$ 775,785	\$ 4,912
Debt Interest Payments	153,844	153,844	-
Debt Principal Payments	81,324	81,324	-
New Capital Expenditures	146,934	152,872	5,938
FasTracks Internal Savings Account	20,034	20,034	-
Board Appropriated Fund	39,115	39,115	-
Capital Replacement Fund	197,915	197,915	-
Unrestricted Fund	187,184	193,946	6,762
<b>Total</b>	<b>\$ 1,597,223</b>	<b>\$ 1,614,835</b>	<b>\$ 17,612</b>
Previously Approved Capital	\$ 428,640	\$ 490,684	\$ 62,044
<b>Total Agency-wide Appropriation</b>	<b>\$ 2,025,863</b>	<b>\$ 2,105,519</b>	<b>\$ 79,656</b>

2022 Amended Budget Operating Expense Changes by Expense Type (\$000s):



**REGIONAL TRANSPORTATION DISTRICT**

**RESOLUTION NO. \_\_\_\_, SERIES OF 2022**

**(Amendment to 2022 Budget and Appropriation)**

WHEREAS, several changes have occurred in the anticipated revenues and expenditures as shown in the Resolutions adopting the 2022 Budget and Appropriation, an amendment and supplement to the Appropriation Resolutions are necessary; and

WHEREAS, the projected revenues of the Regional Transportation District have increased by \$30.7 million due to adjustments in sales and use tax revenue; and

WHEREAS, the projected operating expenditures (excluding interest expense) have increased \$4.9 million primarily due to funding expense grant projects, re-allocation from capital to expense, and increases to insurance, offset by reductions in purchased transportation and fuel and reduction of 2021 expense carry forward, and

WHEREAS, the projected new capital expenditures have increased \$5.9 million due to critical replacement needs, and

WHEREAS, the projected unrestricted fund balance has increased \$6.8 million due to additional sales and use tax revenues after reductions for amounts due to the City and County of Denver; and

WHEREAS, the projected previously approved capital has increased \$62.0 million to reflect the fourth quarter 2021 actual expenditures, previously approved transfers, completion of projects, deferral of projects, and project scope changes; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Regional Transportation District that the following adjustments be made to the 2022 Budget:

- a. Revenues be increased by \$30.7 million for a new total of \$1,115.1 million
- b. Operating expenditures be increased by \$4.9 million for a new total of \$775.8 million
- c. New capital expenditures be increased by \$5.9 million for a new total of \$152.9 million
- e. The Unrestricted Fund be increased by \$6.8 million for a new total of \$193.9 million
- f. Previously approved capital expenditures be increased by \$62.0 million for a new total of \$490.7 million

BE IT FURTHER RESOLVED that the 2022 Appropriation of the District shall be supplemented, modified, and amended as set forth herein and be appropriated for the corporate purpose of the Regional Transportation District:

	<u>In Thousands</u>
Operating Expenses	\$ 775,785
Debt Interest Payments	153,844
Debt Principal Payments	81,324
New Capital Expenditures	152,872
FasTracks Internal Savings Account	20,034
Board Appropriated Fund	39,115
Capital Replacement Fund	197,915
Unrestricted Fund	<u>193,946</u>
 Current Year Appropriation	 <u><u>\$ 1,614,835</u></u>

BE IT FURTHER RESOLVED that the 2022 Previously Appropriated Capital of the District shall be amended as set forth herein to defray the expenses and liabilities of the District and be appropriated for the corporate purpose of the Regional Transportation District:

	<u>In Thousands</u>
Previously Approved Capital	<u><u>\$ 490,684</u></u>

Passed and adopted by the Board of Directors of the Regional Transportation District on the 28th day of June 2022.

---

Vince Buzek  
Chair

---

Marjorie Sloan  
Secretary

**Regional Transportation District  
Fiscal Year 2022 Amended Budget  
Base System (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>BASE SYSTEM</b>					
<b>Operating Revenue</b>					
Farebox Revenues <sup>1</sup>	\$ 52,516	\$ 67,744	\$ 67,744	\$ -	0.0%
Advertising Revenues	3,662	8,353	8,353	-	0.0%
Joint Venture Revenue <sup>2</sup>	-	-	-	-	0.0%
Other Operating Revenues	-	-	-	-	0.0%
<b>Total Operating Revenue</b>	<b>56,178</b>	<b>76,097</b>	<b>76,097</b>	<b>-</b>	<b>0.0%</b>
<b>Operating Expenses (excluding Depreciation)</b>					
Bus Operations	268,975	343,205	347,632	4,427	1.3%
Rail Operations	57,850	77,523	87,320	9,797	12.6%
Planning	5,785	8,935	9,396	461	5.2%
Capital Programs & Facilities	46,775	65,202	66,888	1,686	2.6%
Safety, Security & Asset Management	22,145	24,507	24,507	-	0.0%
General Counsel	14,255	12,709	13,318	609	4.8%
Finance & Administration	49,566	60,434	62,598	2,164	3.6%
Communications	11,514	14,978	15,449	471	3.1%
Executive Office	7,411	6,937	8,161	1,224	17.6%
Board Office	1,049	849	889	40	4.7%
Other Non-Departmental and FasTracks Allocations	(56,289)	37,137	18,137	(19,000)	-51.2%
Less: FasTracks Service Increases	(19,824)	(19,826)	(19,826)	-	0.0%
<b>Total Operating Expenses (excluding Depreciation)</b>	<b>409,212</b>	<b>632,590</b>	<b>634,469</b>	<b>1,879</b>	<b>0.3%</b>
<b>Operating Income/(Loss)</b>	<b>(353,034)</b>	<b>(556,493)</b>	<b>(558,372)</b>	<b>(1,879)</b>	<b>0.3%</b>
<b>Non-Operating Revenues</b>					
Sales Tax and Use Tax	454,185	461,021	479,441	18,420	4.0%
Grant Revenue - Operating	230,445	209,494	209,494	-	0.0%
Grant Revenue - Capital <sup>3</sup>	15,077	-	-	-	0.0%
Investment Income	(124)	-	-	-	0.0%
Other Income/Gain & Loss	(10,908)	-	-	-	0.0%
<b>Total Non-Operating Revenues</b>	<b>688,675</b>	<b>670,515</b>	<b>688,935</b>	<b>18,420</b>	<b>2.7%</b>
<b>Income Before Debt Service and Cap Ex</b>	<b>335,641</b>	<b>114,022</b>	<b>130,563</b>	<b>16,541</b>	<b>14.5%</b>
<b>Debt and Reserves</b>					
Debt Payments	(61,579)	(63,931)	(57,465)	6,466	-10.1%
Interest Expense	(12,210)	(11,157)	(11,157)	-	0.0%
Financing Proceeds	-	-	-	-	0.0%
Drawdown/(Increase) in Capital Replacement Reserve	-	-	-	-	0.0%
Contributed Capital	-	-	-	-	0.0%
<b>Increase / (Decrease) in Debt and Reserves</b>	<b>(73,789)</b>	<b>(75,088)</b>	<b>(68,622)</b>	<b>6,466</b>	<b>-8.6%</b>
<b>Capital Expenditures</b>					
Prior Year Approved Capital Carryforward	-	94,440	26,150	(68,290)	-72.3%
New Projects	30,259	146,934	152,871	5,937	4.0%
<b>Net Capital Expenditures</b>	<b>30,259</b>	<b>241,374</b>	<b>179,021</b>	<b>(62,353)</b>	<b>-25.8%</b>
<b>Current Activity</b>	<b>\$ 231,593</b>	<b>\$ (202,440)</b>	<b>\$ (117,080)</b>	<b>\$ 85,360</b>	<b>-42.2%</b>

**Regional Transportation District  
Fiscal Year 2022 Amended Budget  
FasTracks Project (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>FASTRACKS PROJECT</b>					
<b>Operating Revenue</b>					
Farebox Revenues	\$ -	\$ -	\$ -	\$ -	0.0%
Other Operating Revenues	88	-	-	-	0.0%
<b>Total Operating Revenue</b>	<b>88</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Operating Expenses (excluding Depreciation)</b>					
Planning	110	358	305	(53)	-14.8%
Capital Programs & Facilities	2,150	11,436	14,123	2,687	23.5%
General Counsel	167	251	251	-	0.0%
Finance & Administration	25	-	-	-	0.0%
Communications	-	-	-	-	0.0%
Other Non-Departmental and FasTracks Allocations	20,431	783	783	-	0.0%
Service Increases	-	-	-	-	0.0%
<b>Total Operating Expenses (excluding Depreciation)</b>	<b>22,883</b>	<b>12,828</b>	<b>15,462</b>	<b>2,634</b>	<b>20.5%</b>
<b>Operating Income/(Loss)</b>	<b>(22,795)</b>	<b>(12,828)</b>	<b>(15,462)</b>	<b>(2,634)</b>	<b>20.5%</b>
<b>Non-Operating Revenues</b>					
Sales Tax and Use Tax	263,732	174,014	186,294	12,280	7.1%
Grant Revenue - Operating	3,243	-	-	-	0.0%
Grant Revenue - Capital <sup>2</sup>	2,092	-	-	-	0.0%
Investment Income	2,525	-	-	-	0.0%
Other Income	640	-	-	-	0.0%
<b>Total Non-Operating Revenues</b>	<b>272,232</b>	<b>174,014</b>	<b>186,294</b>	<b>12,280</b>	<b>7.1%</b>
<b>Income Before Debt Service and Cap Ex</b>	<b>249,437</b>	<b>161,186</b>	<b>170,832</b>	<b>9,646</b>	<b>6.0%</b>
<b>Debt and Reserves</b>					
Debt Payments	(22,083)	(23,859)	(23,859)	-	0.0%
Interest Expense	(141,886)	(136,221)	(142,687)	(6,466)	4.7%
Financing Proceeds	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Debt Service Reserve	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Construction Reserve	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Internal Savings Account	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Management Reserve	-	-	-	-	0.0%
Contributed Capital <sup>1</sup>	-	-	-	-	0.0%
<b>Increase / (Decrease) in Debt and Reserves</b>	<b>(163,969)</b>	<b>(160,080)</b>	<b>(166,546)</b>	<b>(6,466)</b>	<b>4.0%</b>
<b>Capital Expenditures</b>					
Prior Year Approved Capital Carryforward	-	334,200	464,534	130,334	39.0%
New Projects	-	-	-	-	0.0%
<b>Net Capital Expenditures</b>	<b>-</b>	<b>334,200</b>	<b>464,534</b>	<b>130,334</b>	<b>39.0%</b>
<b>Current Activity</b>	<b>\$ 85,468</b>	<b>\$ (333,094)</b>	<b>\$ (460,248)</b>	<b>\$ (127,154)</b>	<b>38.2%</b>



**Regional Transportation District  
Fiscal Year 2022 Amended Budget  
FasTracks Operations (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>FASTRACKS OPERATIONS</b>					
<b>Operating Revenue</b>					
Farebox Revenues	\$ 21,198	\$ 30,436	\$ 30,436	\$ -	0.0%
Advertising Revenues	1,213	-	-	-	0.0%
Other Operating Revenues	-	-	-	-	0.0%
<b>Total Operating Revenue</b>	<b>22,411</b>	<b>30,436</b>	<b>30,436</b>	<b>-</b>	<b>0.0%</b>
<b>Operating Expenses (excluding Depreciation)</b>					
Rail Operations	74,631	88,296	89,039	743	0.8%
Capital Programs & Facilities	1,971	3,332	3,406	74	2.2%
Safety, Security & Asset Management	8,461	10,160	10,160	-	0.0%
General Counsel	-	4,000	3,147	(853)	-21.3%
Finance & Administration	-	-	276	276	0.0%
Communications	31	-	-	-	0.0%
Other Non-Departmental and FasTracks Allocations	3,751	-	-	-	0.0%
Service Increases	19,824	19,826	19,826	-	0.0%
<b>Total Operating Expenses (excluding Depreciation)</b>	<b>108,669</b>	<b>125,614</b>	<b>125,854</b>	<b>240</b>	<b>0.2%</b>
<b>Operating Income/(Loss)</b>	<b>(86,258)</b>	<b>(95,178)</b>	<b>(95,418)</b>	<b>(240)</b>	<b>0.3%</b>
<b>Non-Operating Revenues</b>					
Sales Tax and Use Tax	39,058	133,334	133,334	-	0.0%
Grant Revenue - Operating	65,363	-	-	-	0.0%
Grant Revenue - Capital	-	-	-	-	0.0%
Investment Income	-	-	-	-	0.0%
Other Income	-	-	-	-	0.0%
<b>Total Non-Operating Revenues</b>	<b>104,421</b>	<b>133,334</b>	<b>133,334</b>	<b>-</b>	<b>0.0%</b>
<b>Income Before Debt Service and Cap Ex</b>	<b>18,163</b>	<b>38,156</b>	<b>37,916</b>	<b>(240)</b>	<b>-0.6%</b>
<b>Debt and Reserves</b>					
Debt Payments	-	-	-	-	0.0%
Interest Expense	-	-	-	-	0.0%
Financing Proceeds	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Construction Reserve	-	-	-	-	0.0%
Contributed Capital	-	-	-	-	0.0%
<b>Increase / (Decrease) in Debt and Reserves</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Capital Expenditures</b>					
Prior Year Approved Capital Carryforward	-	-	-	-	0.0%
New Projects	-	-	-	-	0.0%
<b>Net Capital Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Current Activity</b>	<b>\$ 18,163</b>	<b>\$ 38,156</b>	<b>\$ 37,916</b>	<b>\$ (240)</b>	<b>-0.6%</b>

**Regional Transportation District  
Fiscal Year 2022 Amended Budget  
Combined (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>COMBINED</b>					
<b>Operating Revenue</b>					
Farebox Revenues	\$ 73,714	\$ 98,180	\$ 98,180	\$ -	0.0%
Advertising Revenues	4,875	8,353	8,353	-	0.0%
Joint Venture Revenue	-	-	-	-	0.0%
Other Operating Revenues	88	-	-	-	0.0%
<b>Total Operating Revenue</b>	<b>78,677</b>	<b>106,533</b>	<b>106,533</b>	<b>-</b>	<b>0.0%</b>
<b>Operating Expenses (excluding Depreciation)</b>					
Bus Operations	268,975	343,205	347,632	4,427	1.3%
Rail Operations	132,481	165,819	176,359	10,540	6.4%
Planning	5,895	9,293	9,701	408	4.4%
Capital Programs & Facilities	50,896	79,970	84,417	4,447	5.6%
Safety, Security & Asset Management	30,606	34,667	34,667	-	0.0%
General Counsel	14,422	16,960	16,716	(244)	-1.4%
Finance & Administration	49,591	60,434	62,874	2,440	4.0%
Communications	11,545	14,978	15,449	471	3.1%
Executive Office	7,411	6,937	8,161	1,224	17.6%
Board Office	1,049	849	889	40	4.7%
Other Non-Departmental	(35,858)	37,920	18,920	(19,000)	-50.1%
FasTracks Service Increases	-	-	-	-	0.0%
<b>Total Operating Expenses (excluding Depreciation)</b>	<b>537,013</b>	<b>771,032</b>	<b>775,785</b>	<b>4,753</b>	<b>0.6%</b>
<b>Operating Income/(Loss)</b>	<b>(458,336)</b>	<b>(664,499)</b>	<b>(669,252)</b>	<b>(4,753)</b>	<b>0.7%</b>
<b>Non-Operating Revenues</b>					
Sales Tax	756,975	768,369	799,069	30,700	4.0%
Grant Revenue - Operating	299,051	209,494	209,494	-	0.0%
Grant Revenue - Capital	17,169	-	-	-	0.0%
Investment Income	2,401	-	-	-	0.0%
Other Income	(10,268)	-	-	-	0.0%
<b>Total Non-Operating Revenues</b>	<b>1,065,328</b>	<b>977,863</b>	<b>1,008,563</b>	<b>30,700</b>	<b>3.1%</b>
<b>Income Before Debt Service and Cap Ex</b>	<b>606,992</b>	<b>313,364</b>	<b>339,311</b>	<b>25,947</b>	<b>8.3%</b>
<b>Debt and Reserves</b>					
Debt Payments	(83,662)	(87,790)	(81,324)	6,466	-7.4%
Interest Expense	(154,096)	(147,378)	(153,844)	(6,466)	4.4%
Financing Proceeds	-	-	-	-	0.0%
Drawdown/(Increase) in Capital Replacement Reserve	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Debt Service Reserve	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Construction Reserve	-	-	-	-	0.0%
Drawdown (Increase) in FasTracks Internal Savings Account	-	-	-	-	0.0%
Drawdown/(Increase) in FasTracks Management Reserve	-	-	-	-	0.0%
Contributed Capital	-	-	-	-	0.0%
<b>Increase / (Decrease) in Debt and Reserves</b>	<b>(237,758)</b>	<b>(235,168)</b>	<b>(235,168)</b>	<b>-</b>	<b>0.0%</b>
<b>Capital Expenditures</b>					
Prior Year Approved Capital Carryforward	-	428,640	490,684	62,044	14.5%
New Projects	30,259	146,934	152,871	5,937	4.0%
<b>Net Capital Expenditures</b>	<b>30,259</b>	<b>575,574</b>	<b>643,555</b>	<b>67,981</b>	<b>11.8%</b>
<b>Current Activity</b>	<b>\$ 338,975</b>	<b>\$ (497,378)</b>	<b>\$ (539,412)</b>	<b>\$ (42,034)</b>	<b>8.5%</b>

**Regional Transportation District  
Fiscal Year 2022 Amended Budget - Fund Balance  
Base System and FasTracks (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>NET POSITION</b>					
<b>BASE SYSTEM</b>					
<b>BEGINNING NET POSITION</b>	\$ 910,761	\$ 1,106,509	\$ 1,146,889	\$ 40,380	3.6%
Income Before Debt Service and Cap Ex	335,641	114,022	130,563	16,541	14.5%
Debt and Reserves	(73,789)	(75,088)	(68,622)	6,466	-8.6%
Net Capital Expenditures	(30,259)	(241,374)	(179,021)	62,353	-25.8%
Current Activity	231,593	(202,440)	(117,080)	85,360	-42.2%
Depreciation and Amortization	(102,381)	(103,122)	(103,122)	-	0.0%
Other <sup>1</sup>	106,916	655,474	474,157	(181,317)	-27.7%
Total Change in Net Position	236,128	349,912	253,955	(95,957)	-27.4%
<b>ENDING NET POSITION</b>	\$ 1,146,889	\$ 1,456,421	\$ 1,400,844	\$ (55,577)	-3.8%
<b>NET POSITION</b>					
Net Investment in Capital Assets	846,509	998,214	922,408	(75,806)	-7.6%
<i>Nonspendable Net Assets</i>	846,509	998,214	922,408	(75,806)	-7.6%
Debt Service Reserves <sup>2</sup>	30,684	29,290	29,290	-	0.0%
Other Designated Reserves <sup>2</sup>	1,500	1,504	1,504	-	0.0%
Tabor Reserve	15,406	16,114	16,666	552	3.4%
<i>Restricted Net Position</i>	47,590	46,908	47,460	552	1.2%
FasTracks Internal Savings Account (FISA)	-	-	-	-	0.0%
Net Pension Liability	(263,450)	-	-	-	0.0%
Board Appropriated Fund	26,200	39,115	39,115	-	0.0%
Capital Replacement Fund	-	185,000	197,915	12,915	7.0%
Unrestricted Operating Reserve	-	-	-	-	0.0%
Unrestricted Fund	490,040	187,184	193,946	6,762	3.6%
<i>Unrestricted Net Position</i>	252,790	411,299	430,976	19,677	4.8%
<b>TOTAL NET POSITION</b>	\$ 1,146,889	\$ 1,456,421	\$ 1,400,844	\$ (55,577)	-3.8%
<b>FASTRACKS PROJECT</b>					
<b>BEGINNING NET POSITION</b>	\$ 2,406,182	\$ 2,312,544	\$ 2,276,800	\$ (35,744)	-1.5%
Income Before Debt Service and Cap Ex	249,437	161,186	170,832	9,646	6.0%
Debt and Reserves	(163,969)	(160,080)	(166,546)	(6,466)	4.0%
Net Capital Expenditures	-	(334,200)	(464,534)	(130,334)	39.0%
Current Activity	85,468	(333,094)	(460,248)	(127,154)	38.2%
Depreciation and Amortization	(238,175)	(234,216)	234,216	468,432	-200.0%
Other <sup>1</sup>	23,325	1,193,847	1,239,333	45,486	3.8%
Contributed Capital & Deferred Interest	-	-	-	-	0.0%
Total Change in Net Position	(129,382)	626,537	1,013,301	386,764	61.7%
<b>ENDING NET POSITION</b>	\$ 2,276,800	\$ 2,939,081	\$ 3,290,101	\$ 351,020	11.9%
<b>NET POSITION</b>					
Net Investment in Capital Assets	1,705,902	2,054,000	2,404,652	350,652	17.1%
<i>Nonspendable Net Assets</i>	1,705,902	2,054,000	2,404,652	350,652	17.1%
Debt Service Reserves <sup>2</sup>	96,138	83,532	83,532	-	0.0%
Other Designated Reserves <sup>2</sup>	333,997	164,797	164,796	(1)	0.0%
Tabor Reserve	10,217	5,220	5,589	369	7.1%
FasTracks Management Reserve <sup>3</sup>	-	-	-	-	0.0%
FasTracks Construction Reserve <sup>4</sup>	-	483,240	483,240	-	0.0%
<i>Restricted Net Position</i>	440,352	736,789	737,157	368	0.0%
FasTracks Internal Savings Account (FISA)	129,304	148,292	148,292	-	0.0%
Net Pension Liability	-	-	-	-	0.0%
Board Appropriated Fund	414	-	-	-	0.0%
Capital Replacement Fund	414	-	-	-	0.0%
Unrestricted Fund	414	-	-	-	0.0%
<i>Unrestricted Net Position</i>	130,546	148,292	148,292	-	0.0%
<b>TOTAL NET POSITION</b>	\$ 2,276,800	\$ 2,939,081	\$ 3,290,101	\$ 351,021	11.9%

**Regional Transportation District  
Fiscal Year 2022 Amended Budget - Fund Balance  
Combined (In Thousands)**



	2021 Actual	2022 Adopted Budget	2022 Amended Budget	\$ Change 2022 Adopted Budget vs. 2022 Amended Budget	% Change 2022 Adopted Budget vs. 2022 Amended Budget
<b>NET POSITION</b>					
<b>FASTRACKS OPERATIONS</b>					
<b>BEGINNING NET POSITION</b>	\$ 45,051	\$ 44,282	\$ 40,353	\$ (3,929)	-8.9%
Income Before Debt Service and Cap Ex	18,163	38,156	37,916	(240)	-0.6%
Debt and Reserves	-	-	-	-	0.0%
Net Capital Expenditures	-	-	-	-	0.0%
Current Activity	18,163	38,156	37,916	(240)	-0.6%
Depreciation and Amortization	-	-	-	-	0.0%
Other <sup>1</sup>	(22,861)	-	(9,944)	(9,944)	0.0%
Contributed Capital	-	-	-	-	0.0%
Total Change in Net Position	(4,698)	38,156	27,972	(10,184)	-26.7%
<b>ENDING NET POSITION</b>	\$ 40,353	\$ 82,438	\$ 68,325	\$ (14,113)	-17.1%
<b>NET POSITION</b>					
Net Investment in Capital Assets	8	-	-	-	0.0%
<i>Nonspendable Net Assets</i>	8	-	-	-	0.0%
Debt Service Reserves <sup>2</sup>	-	-	-	-	0.0%
Other Designated Reserves <sup>2</sup>	-	25,909	25,909	-	0.0%
Tabor Reserve	-	4,913	4,913	-	0.0%
FasTracks Construction Reserve <sup>4</sup>	-	-	-	-	0.0%
<i>Restricted Net Position</i>	-	30,822	30,822	-	0.0%
FasTracks Internal Savings Account (FISA)	-	-	-	-	0.0%
Net Pension Liability	-	-	-	-	0.0%
Board Appropriated Fund	12,501	12,501	12,501	-	0.0%
Capital Replacement Fund	12,501	12,501	12,501	-	0.0%
Unrestricted Fund	15,342	26,614	12,501	(14,113)	-53.0%
<i>Unrestricted Net Position</i>	40,344	51,616	37,503	(14,113)	-27.3%
<b>TOTAL NET POSITION</b>	\$ 40,353	\$ 82,438	\$ 68,325	\$ (14,113)	-17.1%
<b>COMBINED</b>					
<b>BEGINNING NET POSITION</b>	\$ 3,361,994	\$ 3,463,335	\$ 3,464,042	\$ 707	0.0%
Income Before Debt Service and Cap Ex	603,241	313,364	339,311	25,947	8.3%
Debt and Reserves	(237,758)	(235,168)	(235,168)	-	0.0%
Net Capital Expenditures	(30,259)	(575,574)	(643,555)	(67,981)	11.8%
Current Activity	335,224	(497,378)	(539,412)	(42,034)	8.5%
Depreciation and Amortization	(340,556)	(337,338)	131,094	468,432	-138.9%
Other <sup>1</sup>	107,380	1,849,321	1,703,546	(145,775)	-7.9%
Contributed Capital & Deferred Interest	-	-	-	-	0.0%
Total Change in Net Position	102,048	1,014,605	1,295,228	280,623	27.7%
<b>ENDING NET POSITION</b>	\$ 3,464,042	\$ 4,477,940	\$ 4,759,270	\$ 281,330	6.3%
<b>NET POSITION</b>					
Net Investment in Capital Assets	2,552,419	3,052,214	3,327,060	274,846	9.0%
<i>Nonspendable Net Assets</i>	2,552,419	3,052,214	3,327,060	274,846	9.0%
Debt Service Reserves <sup>2</sup>	126,822	112,822	112,822	-	0.0%
Other Designated Reserves <sup>2</sup>	335,497	192,210	192,209	(1)	0.0%
Tabor Reserve	25,623	26,247	27,168	921	3.5%
FasTracks Management Reserve <sup>3</sup>	-	-	-	-	0.0%
FasTracks Construction Reserve <sup>4</sup>	-	483,240	483,240	-	0.0%
<i>Restricted Net Position</i>	487,942	814,519	815,439	920	0.1%
FasTracks Internal Savings Account (FISA)	129,304	148,292	148,292	-	0.0%
Net Pension Liability	(263,450)	-	-	-	0.0%
Board Appropriated Fund	39,115	51,616	51,616	-	0.0%
Capital Replacement Fund	12,915	197,501	210,416	12,915	6.5%
Unrestricted Operating Reserve	-	-	-	-	0.0%
Unrestricted Fund	505,796	213,798	206,447	(7,351)	-3.4%
<i>Unrestricted Net Position</i>	423,680	611,207	616,771	5,564	0.9%
<b>TOTAL NET POSITION</b>	\$ 3,464,042	\$ 4,477,940	\$ 4,759,271	\$ 281,330	6.3%

**Attachment A**  
**2022 Amended Budget**  
**Operating Budget and Fund Balance Changes Since Adopted Budget**



**Base System**

<u>Department/Project</u>	<u>Dollar Change</u>	<u>Explanation</u>
<b>Board Office</b>		
<i>Previously Approved Transfers</i>	\$ -	
Increase in travel	41,250	
Removal of utilities	(1,680)	
<b>Subtotal</b>	<b>39,570</b>	
<b>Bus Operations</b>		
<i>Previously Approved Transfers</i>	(13)	
Increase to wages	12,348,643	Re allocation of CBA wages
Decrease in Fuel	(3,287,000)	
Decrease in Purchased Transportation	(5,973,000)	
Increase in Outside Services	1,350,256	
Decrease in repair parts	(50,000)	
Increase in Temporary Labor	50,000	
Decrease in Management Services	(26,751)	
Increase in other operating expenses	15,000	
<b>Subtotal</b>	<b>4,427,135</b>	
<b>Communications</b>		
<i>Previously Approved Transfers</i>	-	
Re allocation of CBA wages	423,863	Re allocation of CBA wages
Increase in Management Services	47,250	Local Liaison, moving costs from company 03 to company 01.
<b>Subtotal</b>	<b>471,113</b>	
<b>Executive Office</b>		
<i>Previously Approved Transfers</i>	-	
Increase in Security Services	747,578	
FTE additions	261,300	
Increase in OT	160,000	
Increase in other operating expenses	54,700	
<b>Subtotal</b>	<b>1,223,578</b>	
<b>Administration</b>		
<i>Previously Approved Transfers</i>	364,671	
Increase to Salaries and Fringes	665,136	Additional FTE's
Increase to wages	415,501	Re-allocation of CBA wages, increased headcount
Increase in Data Processing	404,938	
Decrease in Software Maintenance	(850,000)	
Decrease in Software Acquisitions	(376,000)	
Decrease in Low Value Computer purchases	(238,500)	
Increase in Low Value Communications	444,000	
Increase in Utilities	288,150	
Increase in Services	380,680	
Increase in other operating expenses	10,000	
<b>Subtotal</b>	<b>1,508,576</b>	
<b>Finance</b>		
<i>Previously Approved Transfers</i>	296,821	
Increase to wages	420,375	Re allocation of CBA wages
Increase in Internal Audit	558,000	
Increase in Asset management	70,000	
Re-class Annual Budget	(532,701)	Outsourcing of Internal Audit, decrease to salaries and fringes
<b>Subtotal</b>	<b>812,495</b>	
<b>General Counsel</b>		
<i>Previously Approved Transfers</i>	(40,548)	
	650,000	
<b>Subtotal</b>	<b>609,452</b>	
<b>Planning</b>		
<i>Previously Approved Transfers</i>	118,503	
Increase in Management Services	342,880	
<b>Subtotal</b>	<b>461,383</b>	

**Attachment A**  
**2022 Amended Budget**



**Operating Budget and Fund Balance Changes Since Adopted Budget**

**Rail Operations**

<i>Previously Approved Transfers</i>	6,130,097	
Increase to wages	3,666,909	Re allocation of CBA wages
<b>Subtotal</b>	<b>9,797,006</b>	

**Capital Programs**

<i>Previously Approved Transfers</i>	231,922	
Increase to wages	1,074,423	Re allocation of CBA wages
Increase to Facilities	100,000	
Increase to Contract Maintenance	142,073	
Increase in Building Maintenance	50,000	
Increase in other operating expenses	87,463	
<b>Subtotal</b>	<b>1,685,881</b>	

**Non-Departmental**

<i>Previously Approved Transfers</i>	(1,899,108)
Excess carryforward	(1,015,411)
CBA Salary adjustments	(18,999,996)
Replenish Contingency Fund	2,914,519

<b>Subtotal</b>	<b>(18,999,996)</b>
-----------------	---------------------

<b>Total Base System Changes</b>	<b>\$ 2,036,192</b>
----------------------------------	---------------------

**Attachment A**  
**2022 Amended Budget**  
**Operating Budget and Fund Balance Changes Since Adopted Budget**



**FasTracks - Project**

---

<u>Department/Project</u>	<u>Dollar Change</u>	<u>Explanation</u>
<b><u>Planning</u></b>		
<i>Previously Approved Transfers</i>	(52,963)	
<b>Subtotal</b>	<b>(52,963)</b>	
<b><u>Capital Programs</u></b>		
<i>Previously Approved Transfers</i>	-	
Increase in Management Services	2,685,672	Expense project GL Entries
Increase in other operating expenses	2,084	
<b>Subtotal</b>	<b>2,687,756</b>	
<b>Total FasTracks Project Changes</b>	<b>\$ 2,634,793</b>	
Return 50% of RRIF credit risk premium	18,000,000	Estimated amount due to City and County of Denver (CCD)
Return advance funding for Eagle P3 Project	8,704,166	Amount due to CCD from Aviation IGA
<b>Total</b>	<b>26,704,166</b>	

**FasTracks - Operations**

---

<u>Department/Project</u>	<u>Dollar Change</u>	<u>Explanation</u>
<b><u>Executive Office</u></b>		
<i>Previously Approved Transfers</i>	-	
Decrease in Security Services	(1,052,272)	
<b>Subtotal</b>	<b>(1,052,272)</b>	
<b><u>Administration</u></b>		
<i>Previously Approved Transfers</i>	154,400	
Increase to Salaries and Fringes	121,232	Additional FTE's
<b>Subtotal</b>	<b>275,632</b>	
<b><u>Capital Programs</u></b>		
<i>Previously Approved Transfers</i>	\$ (83,192)	
Increase to wages	28,472	Re allocation of CBA wages
Increase in Contract Maintenance	128,370	
<b>Subtotal</b>	<b>73,650</b>	
<b><u>General Counsel</u></b>		
<i>Previously Approved Transfers</i>	-	
Increase to Insurance	200,000	
<b>Subtotal</b>	<b>200,000</b>	
<b><u>Rail Operations</u></b>		
<i>Previously Approved Transfers</i>	(20,003)	
Increase to wages	763,254	Re allocation of CBA wages
<b>Subtotal</b>	<b>743,251</b>	
<b>Total FasTracks Operations Changes</b>	<b>\$ 240,261</b>	

**Attachment B  
2022 Amended Budget  
2022 New Capital Projects**



**PROJECT**

**Base System**

**Facilities Construction & Maintenance**

HOIST AT EAST METRO	\$	1,500,000
WHEEL HOISTS		590,000
2023 FASTER SET ASIDE EAST METRO ROOF		3,963,690

**Capital Support Projects**

CDOT FASTER GRANTS		3,750,000
--------------------	--	-----------

**Rapid Transit Development**

SH119 BRT		5,130,000
-----------	--	-----------

**Rail Transit**

CENTRAL LINE TRACK REPLACEMENT		2,500,000
--------------------------------	--	-----------

**Fleet Modernization & Expansion**

TRANSIT BUSES 30 FT AND 40 FT		82,253,500
ACCESS-A-RIDE AND FLEXRIDE CUTAWAY BUSES		24,049,900

**Capital Support & Equipment: Operations**

DIESEL VEHICLES		888,300
UNLEADED VEHICLES		1,388,300
STANDBY VEHICLES		334,800
TICKET VENDING MACHINE REPLACEMENT		5,300,000
STAMP VALIDATOR REPLACEMENT		595,000
SERVER EQUIPMENT REPLACEMENT		6,483,500
SCADA EQUIPMENT REPLACEMENT		1,689,300
NETWORK EQUIPMENT REPLACEMENT		3,013,700
CAMERA REPLACEMENTS		1,980,000
SOFTWARE ARCHITECTURE DEVELOPMENT EQUIPMENT REPLACEMENT		5,656,400
10-RIDE VENDING MACHINE REPLACEMENT		86,800
UNINTERRUPTED POWER SUPPLY		150,000
TELECOM EQUIPMENT REPLACEMENT		184,200
DVR REPLACEMENT		1,384,000

**Total Base System**

**\$ 152,871,390**



# Attachment C 2022 Amended Budget Capital Carry-Forward Expenditures



**Description**

**BASE SYSTEM**

**FACILITIES CONSTRUCTION & MAINTENANCE**

ELEVATORS (3) REPLACEMENT	\$ 105,225
ENGINE STAND	\$ 40,000
HVAC 601 REPLACEMENT IN UPHOLSTRY SHOP	\$ 41,104
WATER JET CUTTER	\$ 23,401
DISTRICT SHOPS SUPPORT VEHICLE MAINTENANCE LIFT	\$ 250,000
BUS WASH	\$ 1,700,000
TRIPLE PIT	\$ 3,000,000
SIDE LIFT AND JIB CRANE FOR ELECTRIC BUSES	\$ 350,000
LIFTS/HOISTS	\$ 2,979,052
CHARGING INFRASTRUCTURE FOR ELECTRIC BUSES	\$ 1,269,293
FIRE PROTECTION UPGRADES - ALARM PANEL	\$ 71,970
PARTICULATE SENSORS REPLACEMENT WITH CO NO2 SENSORS	\$ 205,522
ROOF REPLACEMENT@PLATTE	\$ 309,373
ROOF REPLACEMENT@EAST METRO	\$ 1,653,644
CASCADING OP BLDGS DUS/FED STN	\$ 77,700
BLAKE ENTRYWAY REMODEL	\$ 36,423
FIRE PROTECTION FOR ZEE & SCC FACILITIES	\$ 10,940
HVAC UNIT REPLACEMENT - SCC FACILITIES	\$ 270,262
MEZZANINE ADDITION FOR OPERATOR TRAINING - ELATI	\$ 1,701,150
<b>TOTAL FACILITIES CONSTRUCTION &amp; MAINTENANCE</b>	<b>\$ 14,095,058</b>

**TRANSFER STATIONS**

CIVIC CENTER STATION REBUILD	\$ 11,175
<b>TOTAL TRANSFER STATIONS</b>	<b>\$ 11,175</b>

**PARK - N - RIDES**

HWY 287 & NIWOT RD	\$ 73,587
THORNTON PNR PLAZA UPGRADES	\$ 604,910
LAFAYETTE PNR RECONSTRUCTION	\$ 1,731,100
WESTMINSTER CENTER PNR SOUTHSIDE	\$ 1,915,717
<b>TOTAL PARK - N - RIDES</b>	<b>4,325,313</b>

**CAPITAL SUPPORT PROJECTS**

16TH STREET MALL PAVER REPAIR	15,076,153
BLANK OUT SCREENS - WELTON STREET	3,074,171
COLFAX AVE./TRANSIT PRIORITY PROJ. FTA LOP	826,567
SH119 BUS RAPID TRANSIT - ENVIRONMENTAL	485,668
<b>TOTAL CAPITAL SUPPORT PROJECTS</b>	<b>19,462,558</b>

**LRT CONSTRUCTION**

DOWNTOWN TRACK & SWITCHES REPLACEMENT	\$ 625,814
OCS WIRE REPLACEMENT ON CENTRAL RAIL LINE	\$ 385,354
RAIL REPLACEMENT @ CENTRAL CORRIDOR	\$ 33,493
<b>TOTAL LRT CONSTRUCTION</b>	<b>1,044,661</b>

**RAIL TRANSIT**

CAB SIGNALING ON LRVS	\$ 3,015,588
HEAVY EQUIPMENT FOR LR MAINTENANCE	\$ 265,858
LRV PURCHASE OF 27 VEHICLES	\$ 16,687,414
PENTA PA/VMS UPGRADES	\$ 380,227
POWER SWITCHING ON EMERGENCY CROSSOVERS	\$ 479,196
SUBSTATION PLC UPGRADE	\$ 39,001
YARD ELECTRIC SWITCH HEATERS MARIPOSA	\$ 32,630

## Attachment C 2022 Amended Budget Capital Carry-Forward Expenditures



<b>TOTAL RAIL TRANSIT</b>		<b>20,899,915</b>
<b>FLEET MODERNIZATION &amp; EXPANSION</b>		
ACCESS-a-RIDE CUTAWAY BUSES	\$	121,457
CALL & RIDE CUT AWAY BUSES	\$	150,063
ELECTRIC BUSES	\$	20,376,000
HOP BUSES	\$	132,140
TRANSIT BUSES	\$	66,986
TRANSIT BUSES 40 FT	\$	854,406
<b>TOTAL FLEET MODERNIZATION &amp; EXPANSION</b>		<b>21,701,052</b>
<b>CAPITAL SUPPORT EQUIPMENT</b>		
ADA VEHICLES/CUTAWAYS	\$	5,283
ADMIN/POOL/SUPERVISOR VEHICLES - Bus	\$	593,458
FRAME PULLING MACHINE	\$	166,749
INFORMATION SECURITY TECH-SUPERVISORY CONTROLS ENV	\$	153,834
TSP DATA SHARING/MGMT PROJECT	\$	530,000
TSP CONDITIONALITY PROJECT	\$	200,000
STAND SECURITY ARCHITECTURE FOR SUPERVISORY CONTROLS (SC ssa)	\$	179,472
ACCOUNT-BASED FARE COLLECTION SYSTEM	\$	3,301,128
PARATRANSIT SOFTWARE SYSTEM	\$	2,220,600
CAPITAL EQUIPMENT LR	\$	19,903
BOARDROOM VIDEO UPGRADE	\$	15,400
MISC CP EQUIPMENT PURCHASES	\$	49,995
TVM REPLACEMENT (ST80) FOR PCI NON-COMPLIANCE	\$	1,435,780
SCHEDULING AND RUN CUTTING SOFTWARE	\$	4,958
RIO COURT/STATE OF GOOD REPAIR	\$	200,000
RISK MANAGEMENT INFORMATION SYSTEM UPGRADE	\$	7,339
AURORA/EAST BIKE SHELTERS	\$	362,364
AUTOMATED PASSENGER COUNTERS	\$	51,917
BI INITIATIVES	\$	17,186
AUTOMATED SOFTWARE/INTEGRATION TESTING TOOL	\$	108,768
CYBERSECURITY	\$	69,984
DISASTER RECOVERY	\$	265,770
BUS AUDIO/VISUAL PROJECT	\$	2,416,000
ENTERPRISE CONTENT MANAGEMENT	\$	805,770
ENTERPRISE CRM STUDY/REPLACEMENT	\$	564,463
GARAGE CONCENTRATORS	\$	274,982
BACKUP SOLUTION FOR IT	\$	500,000
IN PLANT VEHICLES & EQUIPMENT	\$	4,391
IN PLANT VEHICLES & EQUIP (BUS)	\$	207,437
INCORPORATE MoD SERVICE INTO OPEN TRIP PLANNER	\$	250,193
INTEGRATION OF NEW PLANNING/SCHEDULING SOFTWARE	\$	15,092
LAW PRACTICE MANAGEMENT INTEGRITY SYSTEMS	\$	26,732
MOBILE TICKETING	\$	30,000
NETWORK SYSTEMS	\$	168,665
ORACLE ENGINEERED SYSTEMS END OF LIFE REPLACEMENT	\$	168,008
ORACLE ERP UPGRADE AND/OR ALTERNATIVE SYSTEM	\$	6,202,447
PASSENGER INFORMATION DISPLAYS	\$	149,953
PIDS PROGRAM INFRASTRUCTURE SUPPORT	\$	359,459
QUOGNIFY VMS SERVER REPLACEMENTS	\$	20
RADIO SYSTEMS/SOFTWARE - CAD/AVL	\$	2,005,134
SHERIDAN/BRMFLD BIKE SHELTERS	\$	127,675
SIGN SHOP MACHINERY	\$	151,358
SMS SOFTWARE SOLUTION	\$	23,258
SUPPORT /SERVICE VEHICLES	\$	98,448
SUPPORT/SERVICE VEHICLES	\$	152,104
ACCELERATING INNOVATIVE MOBILITY	\$	665,580
THERMAL PRINTERS FOR BUS	\$	43,664
TIME AND ATTENDANCE	\$	124,455
TIS/RTPI + 2 FTE	\$	204,656
TVMS - SE CORRIDOR	\$	281,062
UNIVERSITY SCC	\$	168,878

**Attachment C**  
**2022 Amended Budget**  
**Capital Carry-Forward Expenditures**



<b>TOTAL CAPITAL SUPPORT EQUIPMENT</b>	<b>26,149,770</b>
<b>TOTAL BASE SYSTEM</b>	<b>\$ 107,689,503</b>
<b>FASTRACKS</b>	
FASTRACKS ADMIN PROJECTS	\$ 6,027,193
COMMUTER RAIL MAINTENANCE FACILITY	\$ 7,750,586
WEST FEDERAL PROJECT	\$ 56,808,604
NORTHWEST RAIL	\$ 9,867,248
U.S. 36 B.R.T. PHASE 2	\$ 5,895,831
EAST CORRIDOR	\$ 109,955,093
GOLD LINE	\$ 35,184,688
NORTH METRO	\$ 1,821,825
I-225 CORRIDOR	\$ 6,751,243
DUS TO CRMF CORRIDOR	\$ 2,880,811
SOUTHEAST CORRIDOR EXTENSION	\$ 22,558,358
P.P.P. PREPARATION	\$ 250,000
WEST PARKING GARAGE	\$ 1,460,529
CRMF TO PECOS	\$ 73,663
DUS ELECTRIFICATION	\$ 12,241,389
DUS SYSTEMS-EAGLE	\$ 129
LONGMONT STATION	\$ 16,402,511
NORTH METRO NON COP	\$ 25,702,546
NORTH METRO COP	\$ 50,098,331
NORTH METRO O&M INTERFACE	\$ 1,540,130
NORTH METRO MOBILIZATION	\$ 9,300,009
FLATIRON FLYER POST-OPENING VEHICLE	\$ 423,991
<b>TOTAL FASTRACKS</b>	<b>\$ 382,994,707</b>
<b>TOTAL BASE SYSTEM</b>	<b>107,689,503</b>
<b>TOTAL FASTRACKS</b>	<b>382,994,707</b>
<b>TOTAL CAPITAL CARRYFORWARD FOR THE 2022 AMENDED BUDGET</b>	<b>\$ 490,684,209</b>

**Attachment C**  
**2022 Amended Budget**  
**Capital Carry-Forward Expenditures**



**Summary of Changes**

2022 AMENDED BUDGET BASE SYSTEM CAPITAL CARRYFORWARD	\$ 107,689,503
2022 ADOPTED BUDGET BASE SYSTEM CAPITAL CARRYFORWARD	123,677,871
Net Change	<u>(15,988,368)</u>
2022 AMENDED BUDGET FASTRACKS CAPITAL CARRYFORWARD	382,994,707
2022 ADOPTED BUDGET FASTRACKS CAPITAL CARRYFORWARD	304,962,089
Net Change	<u>78,032,618</u>
2022 AMENDED BUDGET TOTAL CAPITAL CARRYFORWARD	490,684,209
2022 ADOPTED BUDGET TOTAL CAPITAL CARRYFORWARD	428,639,960
Net Change	<u>\$ 62,044,249</u>