

TO: Board of Directors
FROM: Debra A. Johnson, General Manager and CEO
DATE: November 10, 2022
SUBJECT: Board Briefing Documents – November 2022



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

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

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

Documents

- Unaudited Monthly Financial Statement – September 2022
- Status of Federal COVID-19 Grant Relief Funding through September 2022
- Community Engagement Report – October 2022
- Bus/Rail Operations Service Availability – September 2022
- Agreements – October 2022
- Risk Management Claim Settlements – September 2022
- Summary of Monthly Purchasing Activity and New Contracts – October 2022

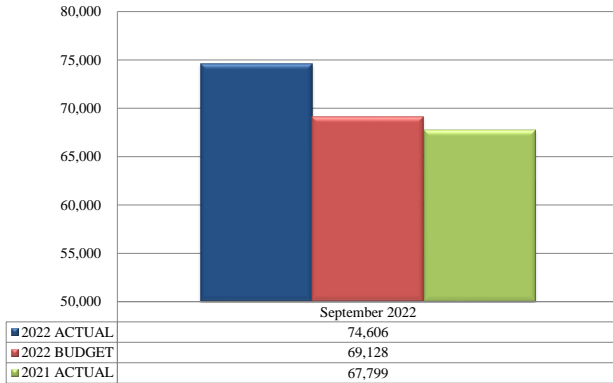
Unaudited Monthly Financial Statements - September 2022

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

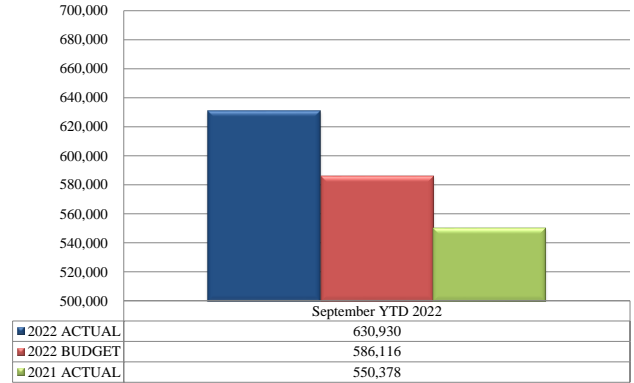
SALES AND USE TAX SEPTEMBER 2022

(In Thousands)	2022 ACTUAL	2022 BUDGET	VARIANCE	VARIANCE %	2021 ACTUAL	VARIANCE TO 2021	VARIANCE % 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%

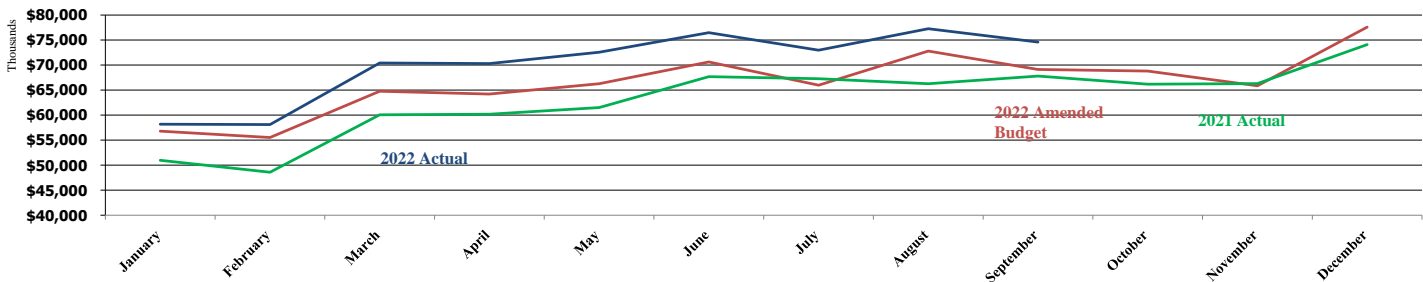
S&U TAX - SEPT 2022
ACTUAL VS. BUDGET



S&U TAX - YTD
ACTUAL VS. BUDGET



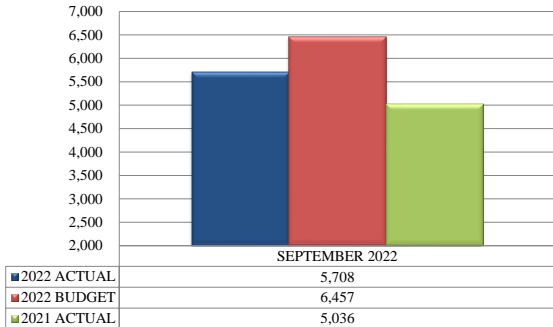
SALES AND USE TAX TRENDS



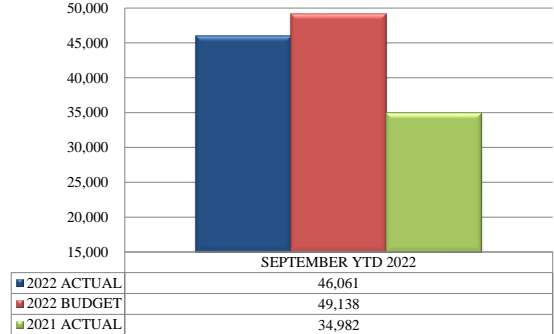
RIDERSHIP (BOARDINGS) SEPTEMBER 2022

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

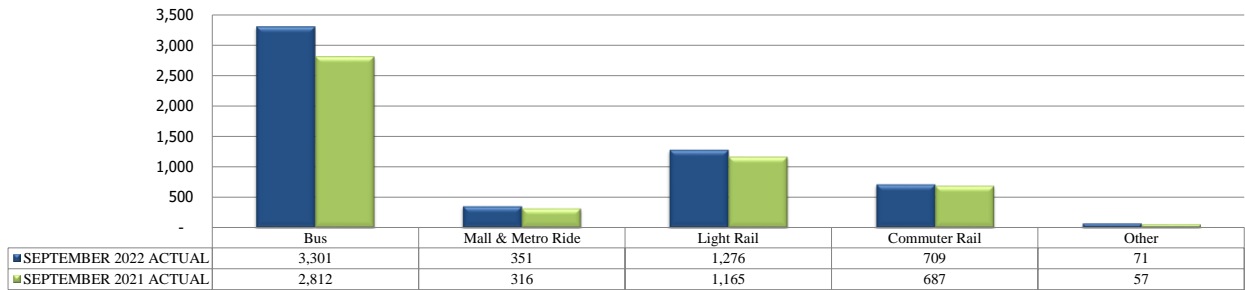
**RIDERSHIP - SEPTEMBER 2022
ACTUAL VS. AMENDED BUDGET**



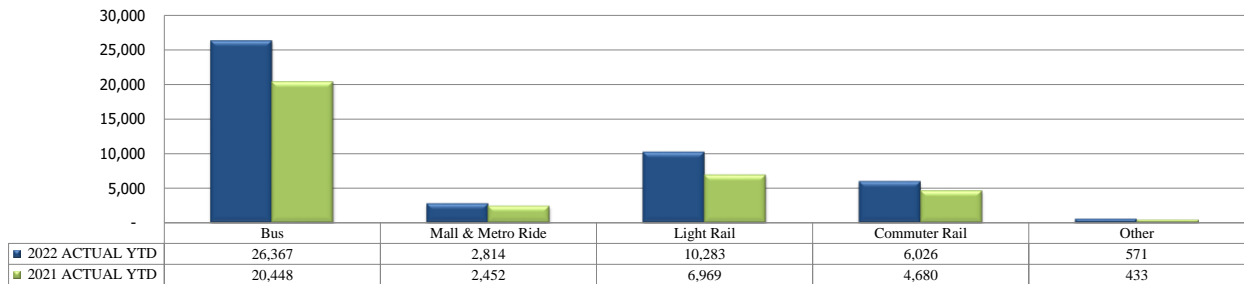
**RIDERSHIP - YTD
ACTUAL VS. AMENDED BUDGET**



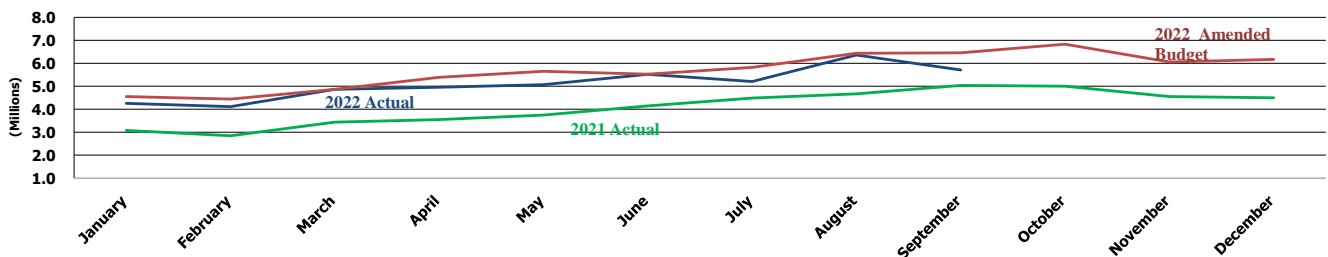
RIDERSHIP BY TYPE - SEPTEMBER 2022



RIDERSHIP BY TYPE - YTD



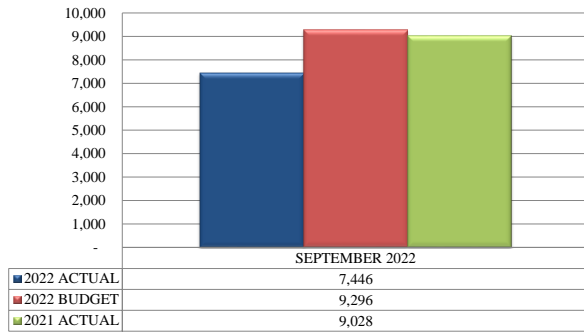
RIDERSHIP TRENDS



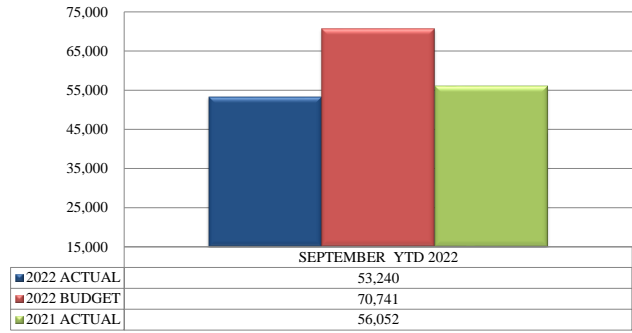
FARE REVENUE SEPTEMBER 2022

<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%

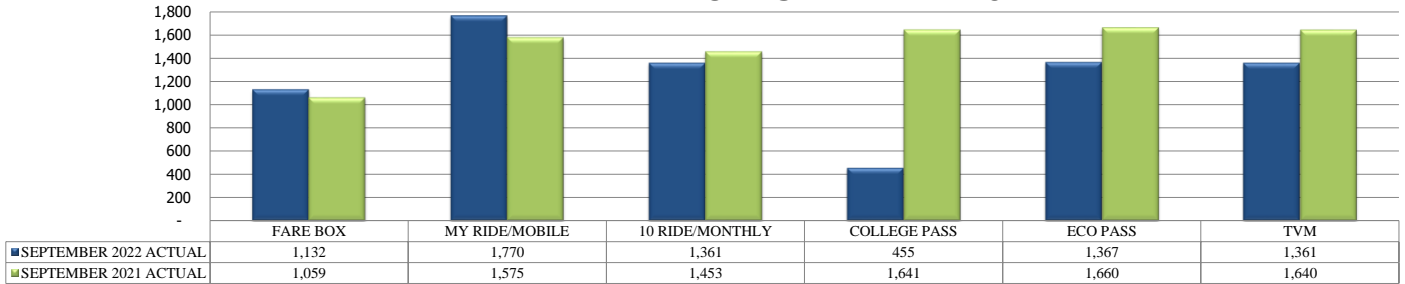
**FARE REVENUE - SEPTEMBER 2022
ACTUAL VS. AMENDED BUDGET**



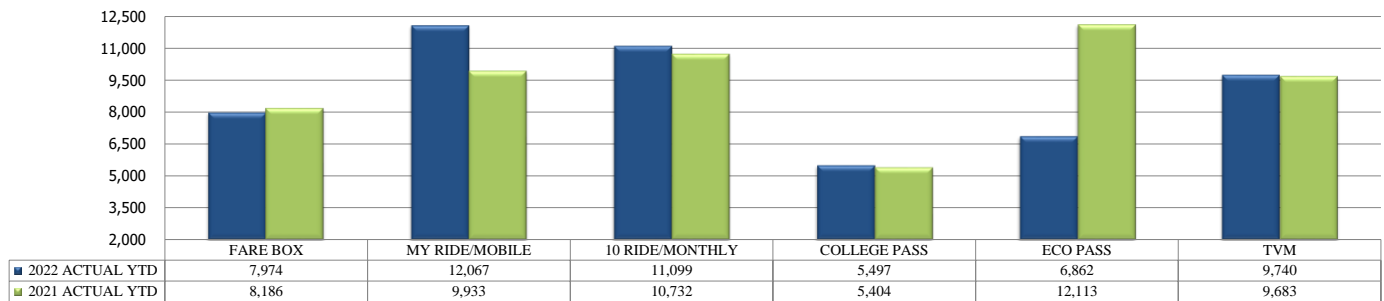
**FARE REVENUE - YTD
ACTUAL VS. AMENDED BUDGET**



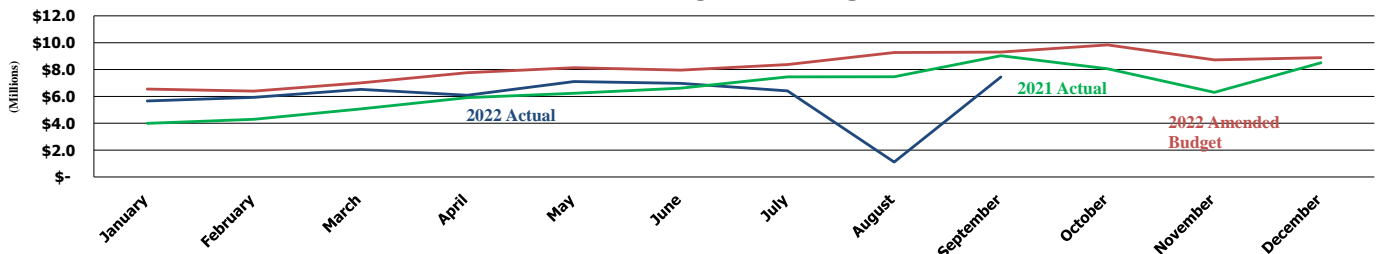
FARE REVENUE - SEPTEMBER 2022



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 Base System	2022 FasTracks Project	2022 FasTracks Ops	2022 Combined	Dec 31, 2021 Combined	Change
ASSETS						
CURRENT ASSETS:						
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)
TOTAL CURRENT ASSETS	730,727	523,762	55,911	1,310,400	1,189,954	120,446
NONCURRENT ASSETS:						
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
TOTAL NONCURRENT ASSETS	1,123,128	4,986,315	-	6,109,443	6,396,817	(287,374)
TOTAL ASSETS	\$ 1,853,855	\$ 5,510,077	\$ 55,911	\$ 7,419,843	\$ 7,586,771	\$ (166,928)
DEFERRED OUTFLOW OF RESOURCES	\$ 29,474	\$ 22,524	\$ -	\$ 51,998	\$ 54,203	\$ (2,205)





REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF NET POSITION - COMBINED
SEPTEMBER 30, 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	\$ 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
TOTAL CURRENT LIABILITIES	127,244	69,118	4,295	200,657	183,758	16,899
NONCURRENT LIABILITIES:						
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)
TOTAL NONCURRENT LIABILITIES	345,278	3,261,498	-	3,606,776	3,958,195	(351,419)
TOTAL LIABILITIES	\$ 472,522	\$ 3,330,616	\$ 4,295	\$ 3,807,433	\$ 4,141,953	\$ (334,520)
DEFERRED INFLOW OF RESOURCES	\$ 30,876	\$ 5,072	\$ -	\$ 35,948	\$ 36,223	\$ (275)
NET POSITION						
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
TOTAL NET POSITION	\$ 1,379,931	\$ 2,196,913	\$ 51,616	\$ 3,628,460	\$ 3,462,798	\$ 165,662
TOTAL LIABILITIES & NET POSITION	\$ 1,883,329	\$ 5,532,604	\$ 55,911	\$ 7,471,841	\$ 7,640,974	\$ (169,133)



**REGIONAL TRANSPORTATION DISTRICT
STATEMENT OF REVENUE, EXPENSES AND CHANGE IN NET POSITION - COMBINED**

September 30, 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	\$ 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%	
OPERATING EXPENSES											
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%	
OPERATING INCOME/(LOSS)	(398,251)	(469,713)	(196,354)	(178,117)	(93,193)	(104,344)	(687,798)	(752,174)	64,376	8.6%	
NONOPERATING REVENUE (EXPENSES)											
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%	
INCOME BEFORE CAPITAL GRANTS	228,896	(51,580)	(82,685)	(152,049)	11,271	(2,352)	157,482	(205,981)	363,463	-176.5%	
Capital Grants and Local Contributions	4,148	-	4,039	-	-	-	8,187	-	8,187	0.0%	
INCREASE/(DECREASE) IN NET POSITION	\$ 233,044	\$ (51,580)	\$ (78,646)	\$ (152,049)	\$ 11,271	\$ (2,352)	\$ 165,669	\$ (205,981)	\$ 371,650	-180.4%	
<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
Actual	\$ 58,191	\$ 58,115	\$ 70,425	\$ 70,307	\$ 72,577	\$ 76,472	\$ 72,969	\$ 77,267	\$ 74,606	\$ -	\$ -	\$ -	\$ 630,930
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				\$ 44,814
% 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

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	\$ -	\$ -	\$ -	\$ 630,930
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				\$ 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%				

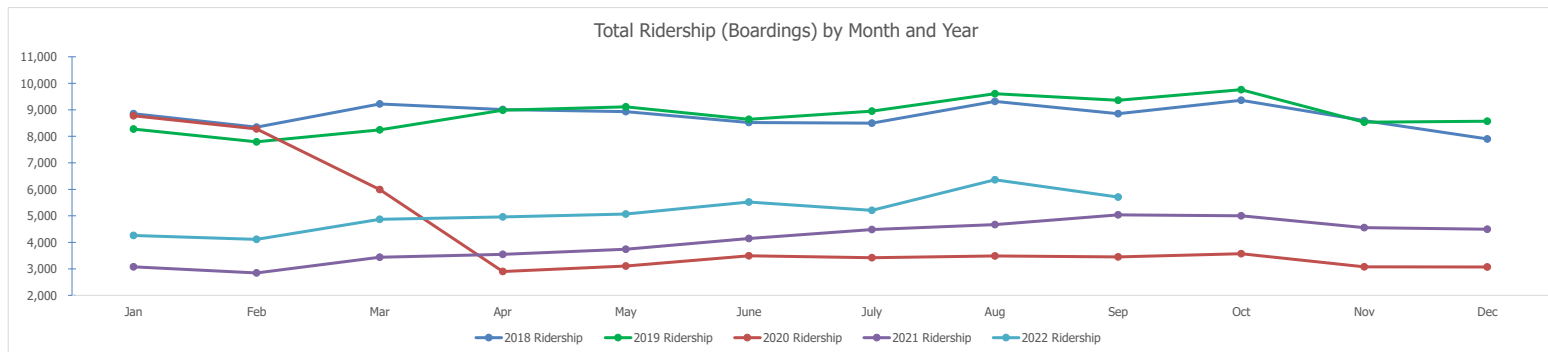


**REGIONAL TRANSPORTATION DISTRICT
RIDERSHIP (BOARDINGS) BY MONTH, YEAR AND MODE**

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%
Total System	4,258	4,112	4,868	4,956	5,068	5,522	5,209	6,360	5,708	-	-	-	46,061	34,982	11,079	31.7%

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%

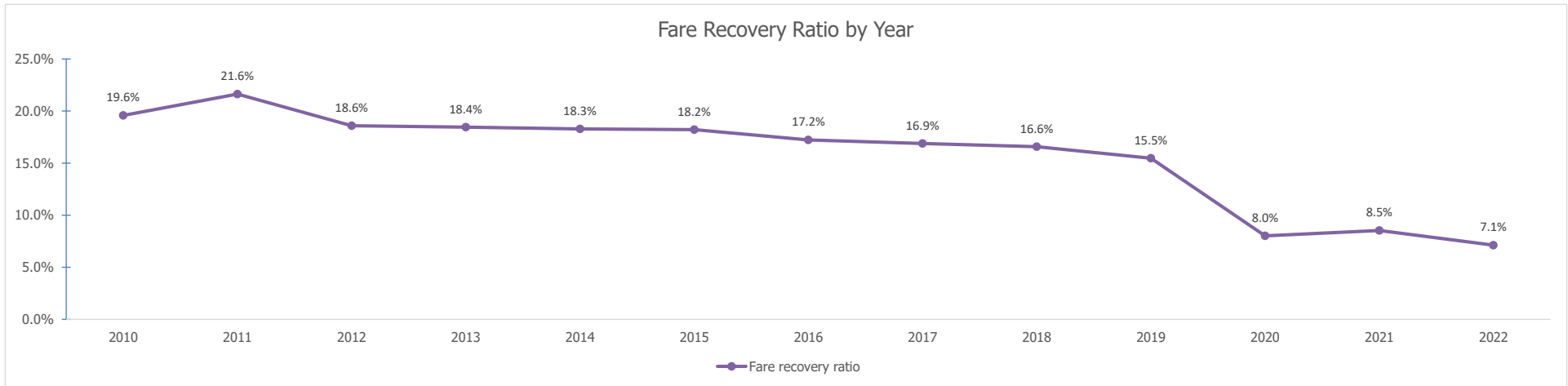
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2018 Ridership	8,849	8,348	9,220	9,009	8,931	8,519	8,496	9,314	8,850	9,360	8,591	7,901	105,388
2019 Ridership	8,270	7,792	8,244	8,986	9,111	8,640	8,952	9,609	9,358	9,759	8,534	8,568	105,824
2020 Ridership	8,775	8,281	5,991	2,899	3,107	3,492	3,419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

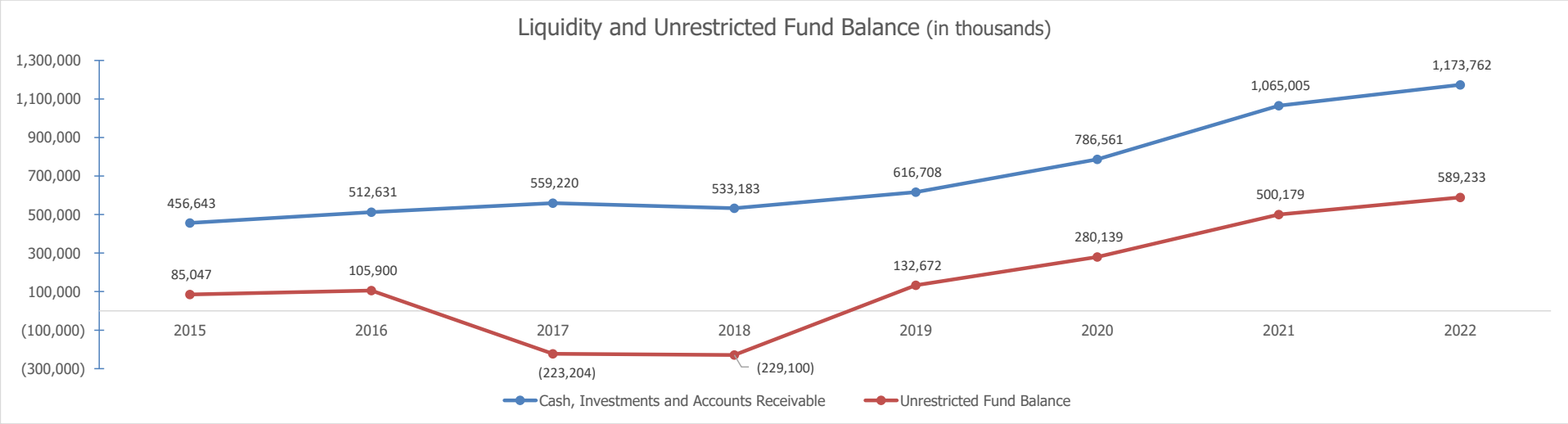
⁴ The transfer of Fastracks sales and use tax revenues in excess of the annual adopted budget to the FISA was approved by the Board in October 2016.





**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

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

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

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

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

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

Community Engagement Report Communications Department October 2022

The Community Engagement team participated in seven community events engaging with over 200 people in October 2022.

The engagement activities included a “celebrate transit” event at 41st•Fox Station, chamber of commerce meeting, University of Denver homecoming, Transportation Management Association/Organization (TMA/O) meeting, fare study and equity analysis public meetings and a news conference for zero fares to vote days.

The majority of these events were held in person; the fare study and equity analysis public meetings were held virtually. The in person events were held in Districts A, C, D and M; the fare study and equity analysis public meetings were districtwide.

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

Date	Time	Event/Audience	District	Purpose – Topic/Information	Number of Participants
10/1/2022	Noon-4 p.m.	Denver Community Active Living Coalition’s Celebrate Transit event held at the 41st•Fox Station	C	Discussion about bus stop amenities (who is responsible), improving transit reliability, job opportunities and services	14
10/19/2022	7:45-9 a.m.	West Colfax Chamber of Commerce	M	Shared information about System Optimization Plan implementation, fare study and equity analysis, and safety with residents, business owners and elected officials (Dahlkemper, Kraft-Tharp, Kennedy)	53
10/21/2022	2:30-4:30 p.m.	University of Denver Homecoming	D	Talked with students and their parents about transit in general, how to utilize light rail to get downtown and other destinations; also shared information about CollegePass and the LiVE program	35



10/20/2022	1-2 p.m.	DRCOG's TMA/O monthly meeting	Districtwide	Presented an update on the fare study and equity analysis	17
10/20/2022	6-7:30 p.m.	Fare study and equity analysis English public meeting (virtual)	Districtwide	Presented the two fare alternatives	46
10/27/2022	6-7:30 p.m.	Fare study and equity analysis Spanish public meeting (virtual)	Districtwide	Presented the two fare alternatives	41
10/27/2022	10-10:30 a.m.	Zero Fare to Vote news conference	A	Media event with GM Johnson, Chair Buzek, CO secretary of state and three county clerks promoting zero fares for Early Vote Day and General Election Day	17
				Customer/Public Interactions	223

Bus Operations September 2022

On-Time Performance*	Month	Service Availability	On Time Performance	YTD On-Time Performance
Local	September	98.33%	79.4%	83.0%
Regional			81.2%	84.9%
Regional BRT			77.8%	87.0%

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

Lost Service between Road Calls	Month	Actual Miles	Goal Miles
All Bus	September	43,355	> 30,000

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

Recruitment/Retention				
Bus Operators	2022		2021	
	Hired	Separated	Hired	Separated
September	28	12	3	14
Year to Date	105	84	69	129

Headcount				
Bus Operators	Budgeted	Current	Vacancies	Vacancy Ratio
Part-Time	102	76	26	25.49%
Full-Time	850	681	169	19.88%
Total	952	757	195	20.48%

Rail Operations September 2022

Rail On-Time Performance	Month	Service Availability	On Time Performance	YTD On-Time Performance
Light Rail Operations	September	96.66%*	90.25%	92.42%
A, B, G Line – Commuter Rail	September	95.4%**	96.0%	95.1%
N Line – Commuter Rail	September	98.3%***	96.8%	93.5%

* Due largely to operator shortage

** Due largely to no second crewperson

*** Due largely to PTC Issues

Light Rail Mean Distance Between Failures	Month	Actual	Goal
Light Rail Vehicles	September	22,969 miles*	> 25,000 miles
Light Rail Maintenance of Way (MOW)	September	4,880 hours	> 2,500 hours

* Due largely to brakes and propulsion issues

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

Recruitment/Retention **				
	2022		2021	
	Hired	Separated	Hired	Separated
September	2	7	9	5
Year to Date	40	61	45	59

** Includes Operator and Operator Trainees

Light Rail Operator Headcount				
	Budgeted	Current	Vacancies	Vacancy Ratio
Part-Time	2	3	0	0%
Full-Time	190	158	32	17%
Total	192	161	32	17%

October 2022 Agreements

Contract/Reference No. (if applicable)	Date of Contract	(Non-RTD) Party(ies)	Short Contract Description	Dollar Amount
License Agreement for Fiber Optic Crossing	10/10/22	City of Thornton	Fiber Optic Crossing in the vicinity of 144th Ave. and York Street	N/A
Electric Wireline Crossing	10/10/22	City of Thornton	Electric Wireline Crossing in the vicinity of 144th Ave. and York Street	N/A
Use Permit	10/13/22	City of Lone Tree	Overflow parking at RidgeGate Station PnR for Fall Festival	N/A
Right of Entry Agreement	10/13/22	Denver Concrete Works	Installation of erosion control on trail between 112th and Northglenn Station	N/A
License Agreement for Construction of Sidewalk	10/18/22	City of Westminster	Construction of a Sidewalk at US36 and Church Ranch Road	N/A
Use Permit	10/18/22	Kiwanis Southeast Metro Denver Club	Overflow parking and firetruck viewing for event to collect phones and other small electronics	N/A
First Amendment to License Agreement	10/18/22	City of Thornton	Installation, operation and maintenance of conduit related to traffic control	N/A
Contractor Right of Entry	10/19/22	Sturgeon Electric Company, Inc	Installation of Fiber Optic Crossing; City of Thornton License Agreement	N/A
Contractor Right of Entry	10/19/22	Sturgeon Electric Company, Inc	Installation of Electric Wireline Crossing; City of Thornton License Agreement	N/A
Right of Entry Agreement	10/20/22	Acklam, Inc.	Conduct Land Survey to complete design of fiber optic crossing, BIL	N/A
Right of Entry Agreement	10/24/22	Goodbee & Associates, Inc.	Utility locates in connection with design for proposed City of Wheat Ridge pedestrian bridge	N/A

Use Permit	10/25/22	Schweiger Ranch Foundation	Overflow parking at RidgeGate Station PnR for Christkindl Market	N/A
Contractor Agreement for Work in Proximity to RTD Light Rail Tracks	10/31/22	Mears Group, Inc.	Installation of a new gas main pipeline adjacent to RTD property between in Stout St. between 15th and 16th Streets	N/A
17FH020 - WO 22	10/03/22	HNTB Corporation	13th and Osage crossing design update	\$137,836.00
121FO004 - WO 01 Rev 01	10/28/22	HDR, Inc	East Metro electric bus platform pit design	\$26,000.00
17FH020 - 10/27/2022	10/27/22	HNTB Corporation	Line derailment assessment and repair options	\$61,613.00

Claim Number	Coverage	Transaction Date	Amount
L2233230KT	Auto PD	10/3/2022	4,253.63
L2233268KT	Auto PD	10/3/2022	4,024.12
L2233297KT	Auto PD	10/5/2022	366.13
L223325401KT	Auto PD	10/10/2022	7,323.00
L2233069KT	Auto PD	10/10/2022	3,500.00
L2233069KT	Auto PD	10/10/2022	241.57
L2233210KT	Auto PD	10/10/2022	4,057.32
L2233187KT	Auto PD	10/10/2022	1,171.38
L2233187KT	Auto PD	10/12/2022	770.00
L2233319KT	Auto PD	10/12/2022	4,591.32
L2233193KT	Auto PD	10/12/2022	981.76
L2233115KT	Auto PD	10/12/2022	3,264.13
L2233320KT	Auto PD	10/17/2022	6,959.43
L2233319KT	Auto PD	10/17/2022	276.85
L2233332KT	Auto PD	10/19/2022	2,500.00
L2233337KT	Auto PD	10/24/2022	861.60
L2233352KT	Auto PD	10/24/2022	1,080.74
L2132341MF	Auto BI	10/24/2022	386,999.99
L2233158KT	Auto PD	10/24/2022	659.68
L2233322KT	Auto PD	10/24/2022	1,126.96
L2233253KT	Auto PD	10/26/2022	316.57
L2233156KT	Auto PD	10/26/2022	2,756.93
Grand Totals - 22 Transactions			