



REGIONAL TRANSPORTATION COMMISSION
OF SOUTHERN NEVADA

NOTICE AND AGENDA OF PUBLIC MEETING

FINANCE COMMITTEE

9:00 A.M. MARCH 31, 2021

In support of the Nevada State Governor's recommendations made on November 10, 2020 to reduce the spread of COVID-19, the Regional Transportation Commission of Southern Nevada will hold the Finance Committee meeting virtually.

On March 22, 2020, the State of Nevada Executive Department issued Declaration of Emergency Directive 006, which suspends the requirement contained in Nevada Revised Statute 241.023(1)(b) that there be a physical location designated for meetings of public bodies where the public can attend and participate. Directive 006 was subsequently extended by the following Emergency Directives: Emergency Directive 010 on March 31, 2020; Emergency Directive 016 on April 29, 2020; Emergency Directive 018 on May 7, 2020; Emergency Directive 021 on May 28, 2020; Emergency Directive 026 on June 29, 2020; and Emergency Directive 029 on July 31, 2020. Pursuant to these Directives, the Regional Transportation Commission of Southern Nevada **will not provide a physical location for the public to attend the meeting of the Finance Committee.**

The meeting of the Finance Committee will be available to livestream at the following link:
<https://www.rtcnv.com/about/meetings-agendas/finance-committee/>

The RTC encourages citizen participation at its public meetings. **The Finance Committee will be accepting public comment via email.** Public comment relating to the RTC may be submitted via email to PublicComments@rtcnev.com. Public comment via email submission received by 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be included in the written record of the meeting. Please be sure to include your name and the agenda item number you wish to comment on. Also, indicate if you would like your comment read aloud on the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

This meeting will be accessible to the public online. A sign language interpreter for the deaf will be made available with a 48-hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: 702-676-1500 TDD: 702-676-1834

This agenda, including the supporting materials, is available at the Regional Transportation Commission of Southern Nevada's website, <http://www.rtcnv.com>; or by contacting Marin DuBois by calling (702) 676-1836 or by email at duboism@rtcnev.com.

In accordance with the State of Nevada Executive Department's Declaration of Emergency, Directive 006, which includes exceptions to Open Meeting Law, it is hereby noted that this meeting agenda has been properly noticed and posted at the following locations:

RTC Website Nevada Public Notice
www.rtcnv.com <https://notice.nv.gov>

DocuSigned by:
Marin DuBois
67F25885C7F8458
BY: _____

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**

AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE FINANCE COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:
None

BACKGROUND:
In accordance with State of Nevada Open Meeting Law, the Finance Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Finance Committee’s jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Finance Committee can direct that it be placed on a future agenda.

Respectfully submitted,

DocuSigned by:

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M.J. MAYNARD
Chief Executive Officer

mld

***FIN Item #1
March 31, 2021
Non-Consent***

Items 2 through 4 are items for possible action. Items 1 and 5 are for discussion only. Please be advised that the Finance Committee has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda, or delay discussion relating to an item on the agenda any time.

1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)
3. APPROVAL OF THE MINUTES: Meeting of March 21, 2019 (FOR POSSIBLE ACTION)
4. RECEIVE A PRESENTATION ON THE PROJECTED REVENUES AND EXPENDITURES FOR THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) FISCAL YEAR 2022 BUDGET, AND DIRECT STAFF AS TO WHAT ISSUES THE COMMITTEE WOULD LIKE THE RTC TO CONSIDER FOR INCLUSION IN THE BUDGET FOR FISCAL YEAR 2022 (FOR POSSIBLE ACTION)
5. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

During the initial Citizens Participation, any citizen may address the Finance Committee on an item featured on the agenda. During the final Citizens Participation, any citizen may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda.

Public comment relating to the Committee may be submitted via email to PublicComments@rtcsonv.com. Public comment via email submission must be received by 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting and will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Daylight Time) on the business day prior to the meeting will be included in the written record of the meeting. Please be sure to include your name and the agenda item number you wish to comment on. Also, indicate if you would like your comment read aloud on the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

The Regional Transportation Commission of Southern Nevada keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

The Regional Transportation Commission of Southern Nevada appreciates the time citizens devote to be involved in this important process.

This meeting will be accessible to the public online. A sign language interpreter for the deaf will be made available with a 48-hour advance request to the Regional Transportation Commission of Southern Nevada offices.

Phone: 702-676-1500 TDD: 702-676-1834

In compliance with Nevada Revised Statute 241.035(4), the Regional Transportation Commission of Southern Nevada shall create an audio and/or video recording of the meeting and retain such recording(s) for the required period of time.

Any action taken on these items is advisory to the Regional Transportation Commission of Southern Nevada.

**MINUTES
FINANCE COMMITTEE
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
MARCH 21, 2019**

These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting recordings and speaker index on file at the Regional Transportation Commission.

**THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON MARCH 13, 2019**

Clark County Government Center
500 S. Grand Central Pkwy.
Las Vegas, NV 89155

City of Henderson
Office of the City Clerk
240 Water Street
Henderson, NV 89015

CC Regional Justice Center
200 Lewis Ave.
Las Vegas, NV 89155

RTC
600 S. Grand Central Pkwy.
Las Vegas, NV 89106

RTC Website
www.rtcnv.com

Nevada Public Notice
<https://notice.nv.gov>

CALL TO ORDER

Vice-Chair Debra March called the meeting to order at 3:30 p.m. in Meeting Room 108 of the Regional Transportation Commission of Southern Nevada Administration Building.

MEMBERS PRESENT:

Debra March, Vice-Chair, City of Henderson
Rod Woodbury, City of Boulder City
Carolyn Goodman, City of Las Vegas (Alternate)

MEMBERS ABSENT:

Larry Brown, Chair, Clark County

RTC STAFF:

Tina Quigley, Chief Executive Officer
M.J. Maynard, Deputy General Manager
Fred Ohene, Deputy General Manager
Marc Traasdahl, Senior Director of Finance
Marin DuBois, Management Analyst

INTERESTED PARTIES:

None

Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
Comments: Vice-Chair Debra March called on Ms. Aleta Dupree, who made the following comment: <i>Chairperson March, Mayor Goodman, staff, Aleta Dupree for the record. I'm speaking at this time concerning items five, six that are posted. I'm going to speak basically in a broad scope method here about fair policy and cash reserve. I've read about cash reserve policies being enacted in other transit agencies, I think it's something we can do here. We should do here. It's good to have money in the bank because fare recovery and grant money and tax money can fluctuate. And so, unlike myself, we're all not on a fixed income. So, it's important that we deliberate the importance of having money in the bank. It's good practice. It's good fiscal responsibility. I actually do it myself. It feels good to do it. Concerning fare policy, fare policy without going into the mechanics of it, should be simple and easy to understand and consistent, not requiring a lot of verification and enforcement. So, in detail, after the presentation I can mention some more of what it looks like. But I think that we lose people, and I've seen this around the country with fare policies that are not always consistent. I don't have a moral problem with tiered fares, but they can be difficult to manage in certain environments. So, I ask that you get down to work today and consider these basics of simplification, easy to understand and comfort in having money in the bank.</i>
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item:
2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)
Comments: No comments were made.
Motion: Mayor Carolyn Goodman made a motion to approve the agenda.
Vote/Summary: 2 Ayes. 0 Nays. The motion carried. Ayes: Carolyn Goodman. Debra March Nays: None Absent: Larry Brown, Rod Woodbury

Item:
3. APPROVAL OF THE MINUTES: Meeting of March 15, 2017 (FOR POSSIBLE ACTION)
Comments: No comments were made.
Motion: Vice-Chair Debra March made a motion to approve the March 15, 2017 meeting minutes.
Vote/Summary: 2 Ayes. 0 Nays. The motion carried. Ayes: Carolyn Goodman. Debra March Nays: None Absent: Larry Brown, Rod Woodbury

Item:

4. RECEIVE A PRESENTATION ON THE PROJECTED REVENUES AND EXPENDITURES FOR THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) FISCAL YEAR 2020 BUDGET, AND DIRECT STAFF AS TO WHAT ISSUES THE COMMITTEE WOULD LIKE THE RTC TO CONSIDER FOR INCLUSION IN THE BUDGET FOR FISCAL YEAR 2020 (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Marc Traasdahl, Senior Director of Finance for the Regional Transportation Commission of Southern Nevada (RTC), discussed the projected revenues and expenditures for the fiscal year 2020 budget. The estimated revenue for 2020 is \$593.8 million, which is a 2.5 percent increase over 2019 revenue. Microtransit (\$3.9 million) is a new source of revenue included in 2020 estimates.

Sales Tax

Mr. Traasdahl continued with sales tax revenues, explaining that the RTC receives a half of percent of the sales tax. Projected sales tax revenue is \$225 million, a three percent increase over 2019 projected revenue. Sales tax revenue projections for 2019 totaled \$217 million, a five percent increase over 2018 actual revenue. Year-to-date (YTD) sales tax revenue through December represents a 7.4 percent increase over 2018.

Operating Revenue

Next, Mr. Traasdahl reviewed 2020 Operating Revenue. The total amount budgeted is \$251 million, representing a 7.2 percent increase over 2019. The overall increase is projected to come from increases in sales tax, microtransit, and Medicaid reimbursements, which increased from \$5.8 million to \$8.3 million. He noted that despite the increase in Medicaid reimbursements, paratransit continues to represent significant operating costs.

FAST, Streets and Highways, and Department of Air Quality

Then, he discussed the budget for streets and highways, Freeway and Arterial System of Transportation (FAST), and Department of Air Quality (DOAQ), which totaled \$56.9 million. Mr. Traasdahl noted that 1/8 of the half percent of sales tax revenue given to the RTC is distributed to FAST, DOAQ, and Streets and Highways.

Motor Vehicle Fuel Tax, FRI-1, FRI-2

Revenues from the 2020 Motor Vehicle Fuel Tax (MVFT) are projected to remain flat with no increase. Mr. Traasdahl noted that increases in the MVFT and Fuel Revenue Indexing-1 (FRI-1), which is also projected to remain flat, were not as healthy as previous years. However, FRI-2 is budgeted at \$17.6 million. It is still increasing, but not at the expected levels.

Vice-Chair Debra March asked if any bonds were going to be issued in 2020. Mr. Traasdahl responded that there were bonds issued under the FRI-1 and MVFT, but not the FRI-2.

Mayor Carolyn Goodman asked if potential federal fuel tax increases would impact the RTC. Mr. Traasdahl responded that it would not impact the rate, but that it could impact future demand, adding that it would be hard to calculate. He said that the RTC base tax rate was included in the 2013 legislature, which would prohibit any increases even if the federal government increases its base tax rate. Ms. Tina Quigley, General Manager for the RTC, added that the consumer would end up paying more.

Transit and Fare Revenue

Mr. Traasdahl continued the discussion with transit and fare revenue, stating that decreases in fare revenue were mostly due to decreases in Strip fare revenue. Microtransit adds \$3.9 million in revenue. He reviewed Strip revenues in more detail, stating that Strip corridor revenue projections show a seven percent decrease in 2019 and a five percent decrease in 2020. Strip revenue, including the microtransit revenue, totals \$20.2 million. In terms of general market revenue, he said that there was a projected two percent increase in 2019 over 2018 revenue, noting that it was a conservative number and the actual could be higher. For fiscal 2020, there is a one percent budgeted increase totaling \$47.4 million. He added that the increases in general market revenue were bucking the national trends.

Vice-Chair March asked how other cities are dealing with declining revenue. Ms. Quigley responded that most are struggling and are reducing services or optimizing their routes and operations. The industry as a whole is exploring ways to evolve. The microtransit program is one of the ways the RTC is attempting to introduce new approaches and services. Mr. Traasdahl added that the RTC could cut routes or reduce service hours on fixed route services, but not on paratransit service. Vice-Chair March said that there are demands to expand the paratransit service, but that operationally it does not seem feasible. Ms. Quigley said that expanding paratransit service in the traditional model is not an option, but that new modes or technology could present opportunities to provide the service in a different manner such as the Lyft pilot program. However, the solutions or alternatives are still not available.

Microtransit

Next, Mr. Traasdahl reviewed the projected expenses and revenues for the microtransit program. The service will begin in June 2019. Start-up expenses total approximately half a million dollars with only one month of revenue. It is a 12-month pilot program, with the majority budgeted for the 2020 fiscal year. The program is projected to yield a small profit in 2020, showing potential for the profitability in the future.

Expenditures

Then, Mr. Traasdahl turned to expenditures, which are budgeted at \$679 million in 2020, representing an 11 percent decrease. He said the decrease is attributed to a decrease in capital outlay. The 2019 budget for capital outlay is \$397 million while only \$276 million is budgeted for 2020.

Mayor Goodman asked about revenue from battery-operated vehicles. Ms. Quigley responded that the state legislature is currently reviewing potential policies. Mayor Goodman asked if the RTC had any specific recommendations. Ms. Quigley said there are so many discussions underway. RTC staff is following and vetting the different bills under consideration and will have recommendations once there is a formal policy.

Fuel Revenue Indexing Capital Expenditures

Mr. Traasdahl continued with FRI capital expenditures. FRI capital expenditures to date total \$530 million. There is an additional \$70 million in expenditures for a total of \$600 million spent on 225 projects which will be completed early 2020.

Debt Service

Mr. Traasdahl then reviewed debt service payments. The bond issued in 2010 will be repaid in the 2020 fiscal year. Another bond issued in 2007 will be repaid in 2019. Redeeming the bond issues early will save approximately \$4.2 million a year. The bond issued in 2014 against Fuel Tax Indexing totals approximately \$311 million. Debt service on the bond will total approximately \$27 million in 2020.

Transit Capital Budget

Next, Mr. Traasdahl discussed the transit capital budget. The total transit capital is \$76.4 million of which \$58.3 million comes from grant funding. The expenditures include:

- \$7.2 million for paratransit buses
- \$12.5 million for 20 40-foot buses
- \$14.2 million for 16 60-foot buses
- \$5.8 million Transit CNG Fueling Equipment (90 percent grant funded)
- \$7.6 million Bus Shelters and Safety Enhancements (80 percent grant funded)

Mayor Goodman asked about the placement of the new bus shelters five feet away from the curb. Ms. Quigley said that the RTC is actively working on that. Ms. M.J. Maynard, Deputy Manager for the RTC, said staff is working closely with the City of Las Vegas staff to reach out to private businesses that own the rights-of-way necessary for some of the bus shelter setbacks. Approximately 1,700 bus shelters have been pushed back. Mr. Traasdahl continued with his list of transit capital expenditures including the \$10.6 million on bus yard improvements and \$10.2 million on technology upgrades. The RTC received a \$5.3 million Better Utilizing Investments to Leverage Development (BUILD) grant for the GoMed project. It is a four-year project with a total cost of \$7.4 million.

Transit Operating Expenditures

Mr. Traasdahl followed with an overview of transit operating expenditures, which are budgeted at a total of \$247 million. The year-over-year increase between 2019 and 2020 transit operating expenditures is a minimal 0.7 percent increase. He said there are some street car maintenance expenses (\$5.5 million) budgeted in 2019 that will not carry over to 2020. Fixed route contracting services are budgeted at \$119 million. The increase is not due to increased service, but to increased rates. The MV Transit rate will increase by 2.8 percent while Keolis will increase by 2.5 percent. In total, the fixed route contract has increased by 34 percent over a 10-year period. The number of service hours scheduled in 2020 is 1.74 million hours, which is a minimal increase over the 1.72 million scheduled service hours in 2019. The paratransit contract budget is \$49.5 million. Overall, paratransit contract services have increased 47 percent over a 10-year period compared to 34 percent for fixed route service. Mr. Traasdahl reminded the Finance Committee that paratransit service is on-demand and that it cannot be reduced. The cost per ride on fixed route service is \$2.65 and paratransit service is \$33.00 per ride.

Mayor Goodman inquired about the Medicare reimbursement. Mr. Traasdahl said the Medicaid reimbursement was approximately 65 percent.

Security and Fuel Costs

Lastly, Mr. Traasdahl reviewed two other significant costs. The security budget for 2020 totaled \$8.75 million. The RTC has made an effort to increase security on its transit system. Transit fuel costs are budgeted at \$7.7 million. He noted that fuel costs in 2013 totaled over \$20 million. The savings in fuel costs are due to the compressed natural gas (CNG) program. CNG is less expensive and cleaner than diesel fuel.

Mayor Goodman asked about the CNG supplier and how long the RTC had used the program. Mr. Traasdahl said the supplier is Southwest Gas, and the RTC has used CNG since 2010.

Vice-Chair March asked about having the percentage of the fleet that uses CNG. Mr. Traasdahl said all paratransit vehicles use CNG. Ms. Quigley said the goal is to transition the entire fleet to CNG, which will be accomplished in two years. She noted that the RTC is also beginning to explore the use of

electric vehicles. She added that Ms. Maynard will be hosting a summit to test how electric vehicles operate under local weather conditions, and to review the true costs.

Motion:

Mayor Carolyn Goodman made a motion to accept the report.

Vote/Summary:

3 Ayes. 0 Nays. The motion carried.

Ayes: Carolyn Goodman. Debra March, Rod Woodbury

Nays: None

Absent: Larry Brown

Item:

5. RECEIVE A PRESENTATION ON THE PROPOSED CASH RESERVE POLICY FOR THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) AND DIRECT STAFF AS TO WHAT ISSUES THE COMMITTEE WOULD LIKE THE RTC TO CONSIDER FOR INCLUSION IN THE CASH RESERVE POLICY (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Marc Traasdahl, Senior Director of Finance for the Regional Transportation Commission of Southern Nevada (RTC), discussed the proposed cash reserve policy. Although the RTC's current policy requires a cash reserve of two months of operating expenses, the RTC informally aims for a cash reserve of six months. RTC staff was looking to increase cash reserve minimums across all funds. He explained that the proposed changes to the existing policy would help the RTC maintain prudent financial resources, guard against service disruption and project funding delays, and help maintain credit worthiness for future bonds. It would also provide stability for unexpected adverse situations and serve as a possible funding source for unexpected opportunities. He also noted that both the Government Finance Officers Association (GFOA) and the Federal Transit Administration (FTA) cite healthy cash reserves as a best practice.

Vice-Chair Debra March inquired if the six-month cash reserve policy is within legislative guidelines. Mr. Traasdahl responded that he would look into state reserve requirements, but since the transit fund is an enterprise fund, it is not regulated in the same way that the general fund is. In general, the RTC uses the guidelines outlined by the GFOA and the FTA as best practices. The GFOA recommends a minimum of a 90-day cash reserve, but RTC staff is recommending almost double that amount. In determining that amount, the RTC reviewed its operating and capital expenses. The recent federal government shutdown was taken into consideration since grant payments and reimbursements are not paid during a government shutdown. The six-month cash reserve would protect the RTC since it only uses federal grants for capital expenses. He explained that it would also make the agency more competitive when applying for grants since in most cases cash reserves are part of the grant review criteria.

Highway Improvement Funds

Mr. Traasdahl continued with the proposed six-month increase to the Highway Improvement Funds cash reserve minimum. The factors used to determine the increase were based on the capital needs of each jurisdiction and the length of time needed to complete the bond issuance process, which is approximately four months. The proposed six-month cash reserve minimum would help avoid disruptions should any delays occur in the bond process.

RTC General Fund

Next, Mr. Traasdahl discussed the cash reserve minimum for RTC General Fund. Since the fund activity consists primarily of transfers from the transit fund and the motor vehicle fuel tax (MVFT), the recommendation was a two-month increase from the GFOA minimum to a total of a four-month cash reserve policy.

Bond and Reserve Funds

Then Mr. Traasdahl discussed the bond and reserve funds. The bond covenant establishes the amount placed in the Debt Service Reserve Fund, which is currently one year's worth of debt service payments.

Finally, Mr. Traasdahl concluded with a summary of the following recommended changes:

- Transit and Highway Funds: Six months
- General Fund: Four months

Motion:

Mayor Rod Woodbury made a motion to approve the Cash Reserve Policy.

Vote/Summary:

3 Ayes. 0 Nays. The motion carried.

Ayes: Carolyn Goodman, Debra March, Rod Woodbury

Nays: None

Absent: Larry Brown

Item:

6. RECEIVE A PRESENTATION ON THE PROPOSED FARE POLICY FOR THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC), AND DIRECT STAFF AS TO WHAT ISSUES THE COMMITTEE WOULD LIKE THE RTC TO CONSIDER FOR INCLUSION IN THE FARE POLICY (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Marc Traasdahl, Senior Director of Finance for the Regional Transportation Commission of Southern Nevada (RTC), discussed the RTC's proposed fare policy. He began with an overview of the policy's goals, which included providing value and transparency and ensuring services are provided in an equitable manner in accordance with the Federal Transit Administration's (FTA) Title VI compliance. In order to determine if any changes were necessary, RTC staff conducted an analysis and comparison of the RTC's fare structure, farebox recovery ratio, and sales tax with that of other cities.

Fare Structure

Mr. Traasdahl continued with the overview of the RTC's different fares structures, which include: a one-hour pass, two- to three-hour pass, an all-day pass, a seven-day pass, a 15-day pass, a monthly pass, paratransit passes, and senior/student discount passes.

Mayor Carolyn Goodman inquired about the date of the last fare increase. Mr. Traasdahl responded that an increase was made in 2010 for the general market and another in 2012 for Las Vegas Strip fares. Ms. M.J. Maynard, Deputy General Manager for the RTC, commented that the policy would not include an automatic fare increase if projections were not met. Instead, the policy would consist of criteria that would trigger a discussion with the RTC Board of Commissioners (Board) on a potential increase should metrics, such as fare revenue for example, fall below predetermined levels.

Mayor Goodman said she was interested in exploring different incentives or packages as a means to attract more riders. Ms. Tina Quigley, General Manager for the RTC, asked for examples of other

agencies offering creative incentives. Mayor Goodman responded that it would require research in a similar market, such as Orlando or Fort Lauderdale, Florida. She suggested family holiday or weekend packages. Ms. Maynard responded that the FTA's equity guidelines restrict some of the things the RTC can do. She mentioned that some agencies use added value cards that reward frequent riders.

Fare Structure Comparison

Mr. Traasdahl continued with a comparison of the RTC's fare structure to other transit agencies in similar markets. RTC fare prices for one-hour or single ride passes are within the average. The RTC is unique in that it offers a two- to three-hour pass. Denver, Colorado is one of the few other cities that has a similar pass. He noted that Los Angeles (LA), California charges \$7.00 for an all-day pass compared to the \$5.00 RTC pass. Although LA's single ride pass is the lowest (\$1.75) of the markets included in the comparison. In terms of seven-day passes, the RTC's \$20.00 pass is within the median price, with the exception of the Washoe County's \$14.50 pass. He explained the price difference between the RTC and markets that include rail access in 30/31-day passes which are generally more expensive. The average paratransit fare is \$4.10. The RTC could legally charge up to \$4.00 for paratransit travel, but instead charges \$3.00, which is below the average fare compared to other peer markets.

FareBox Recovery

Next, Mr. Traasdahl reviewed the RTC's farebox recovery ratio. He explained the ratio is determined by dividing fare revenue by the cost. The RTC's farebox recovery ratio has declined from over 50 percent to 37 percent in the last three years.

Vice-Chair Debra March asked if 2009 was when the RTC began cutting routes. Mr. Traasdahl confirmed that it was 2009.

Continuing, Mr. Traasdahl compared farebox recovery with other peer markets. He noted that the RTC's 42 percent farebox recovery ratio was significantly higher than that of other southwest agencies. He pointed out the Utah Transit Authority (UTA) that has a \$6.95 per ride operation cost of which \$5.85 is subsidized (15.8 percent farebox recovery ratio). Ms. Quigley commented that the high cost was due to how spread out the UTA's transit is, which is why the RTC does not sprawl out.

Mayor Goodman asked for clarification. Ms. Quigley responded that sprawl refers to suburbs built spread out from each other. Mr. Traasdahl added that the UTA covers a wide geographic area. Ms. Maynard noted that it also has a wider base and receives more transit funding. Mr. Traasdahl commented that the UTA receives a large amount of sales tax.

Sales Tax

Mr. Traasdahl then reviewed the sales tax revenue, noting the close correlation between sales tax and fixed route cost. He noted the steady increases in sales tax after 2011 and said 2019 is projected to be another strong year for sales tax revenue. The fare policy would include sales tax as part of its criteria to discuss with the Board, the possibility of raising bus fares in the event of another recession.

Lastly, Mr. Traasdahl reviewed the timeline. He said the written fare policy would be presented at the April 2019 Board meeting. He emphasized that the policy would not include an automatic fare increase, but instead look to create triggers for discussion and action.

Motion:

Mayor Carolyn Goodman made a motion to approve the Fare Policy and present to the Regional Transportation Commission of Southern Nevada Board of Commissioners for approval.

Vote/Summary:
3 Ayes. 0 Nays. The motion carried.
Ayes: Carolyn Goodman. Debra March, Rod Woodbury
Nays: None
Absent: Larry Brown

Item:
7. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:
Vice-Chair Debra March, City of Henderson, called on Mr. Aleta Dupree, who made the following comment:
Chairperson March and members, Aleta Dupree for the record. As we conclude this meeting, lots of good things. Have to think forward not backward. Keep things simple. Don't be afraid to try new things. I'm looking forward to the electric buses. That's something that's going into mandate in California in a very, very big way. There are thousands of vehicles and CNG is very good. Electric, I think, must have a place. I pay 4.5 cents per kilowatt hour for electricity in my home, so you probably buy it, maybe for better than that. Consider things like Chapter 704 to become our own power company. Get over one megawatt average demand. All kinds of nice things you can do with that. So, in, as far as fare policy, I think it's important to take the regional perspective. Have uniform, uniform fares. I think that the inconsistency on the strip with vehicles and boarding and tiered fares is a stumbling block toward people riding, and it's important we move toward the technology and away from the paper tickets. I got a report from a transit agency in California—16 cents on the dollar to process hard cash. Six cents on the dollar to process store value. You have fareboxes. These nice new readers. We're better than anyone else in that area, but we are still doing paper tickets. There is much that I can say, but I'd like to end it here. It's time to get to work and do some new things. I look forward to the work we're going to do this summer. Thank you.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

ADJOURNMENT

The meeting adjourned at 4:25 p.m.

Respectfully submitted,

DocuSigned by:
Marin DuBois
67F25985C7F8458...

Marin DuBois, Recording Secretary

DocuSigned by:
Marek Biernacinski
26AA405162134B0...

Marek Biernacinski, Transcription Secretary

REGIONAL TRANSPORTATION COMMISSION

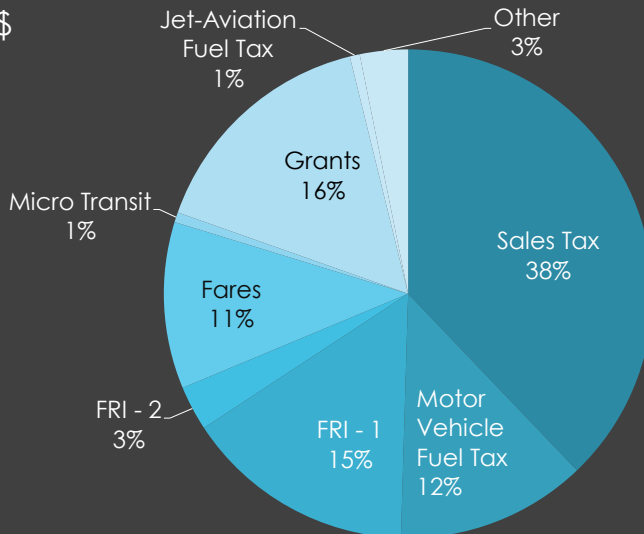
BUDGET FISCAL YEAR 2020

March 21, 2019



FY 2020 Funding Sources

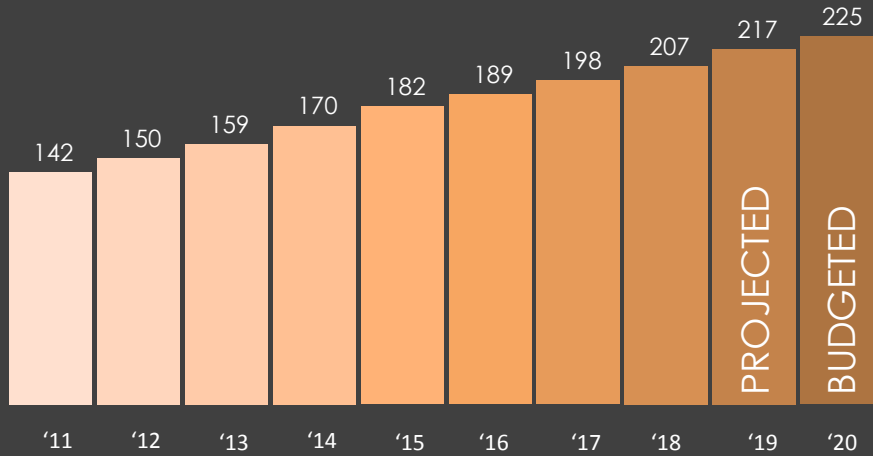
MILLIONS \$



Sales Tax	224.8
Grants	93.6
FRI - 1	90.7
MVFT	74.9
Fares	65.5
Other	18.9
FRI - 2	17.6
Micro Transit	3.9
Jet-Aviation FT	3.9
Total	\$593.8

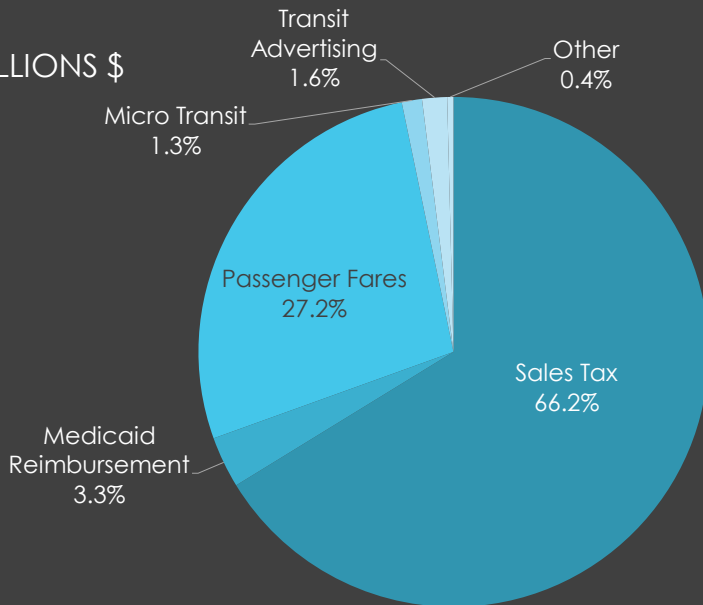
Sales and Use Tax Revenue

MILLIONS \$



FY 2020 Transit Operating Revenue

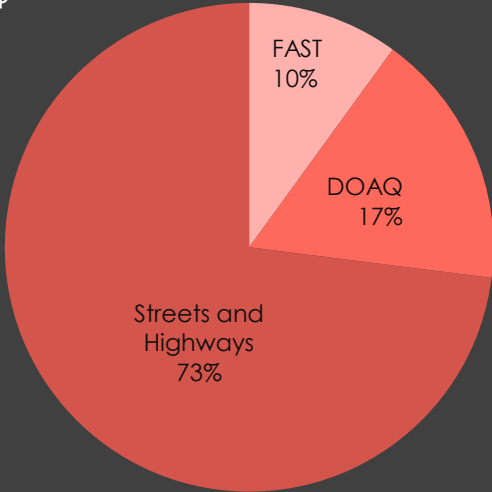
MILLIONS \$



Sales Tax	\$168.6
Fares	65.5
Micro Transit	3.9
Medicaid	8.3
Advertising	4.0
Other	1.0
Total	\$251.3

FY 2020 Sales and Use Tax Distributions to FAST, S&H & DOAQ

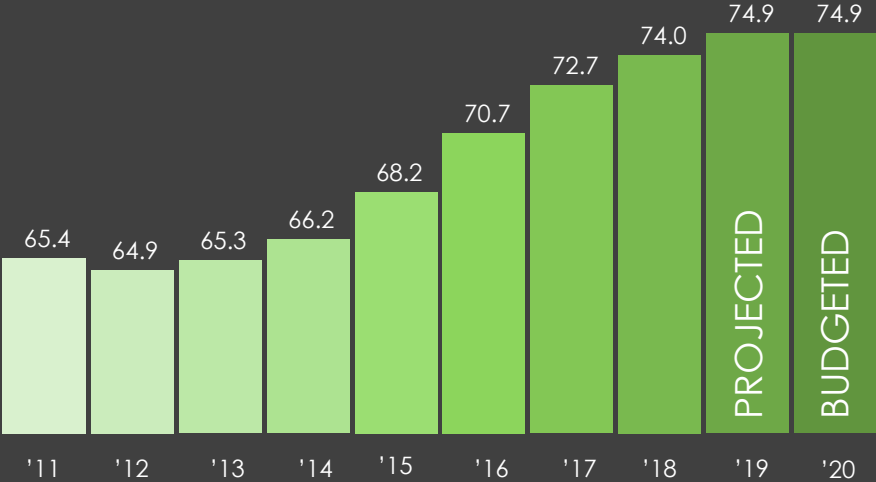
MILLIONS \$



S&H	\$41.7
DOAQ	9.4
FAST	5.8
Total	\$56.9

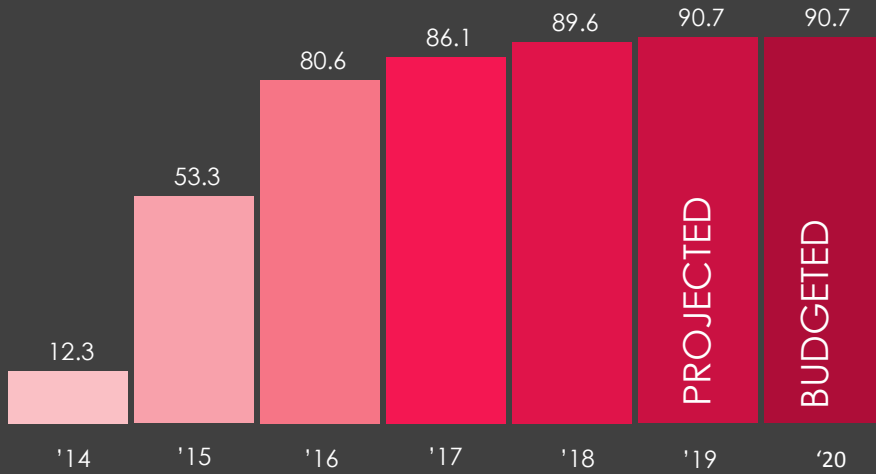
Motor Vehicle Fuel Tax

MILLIONS \$



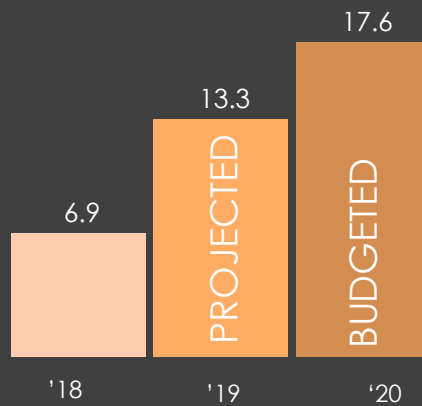
Fuel Tax Indexing - 1

MILLIONS \$



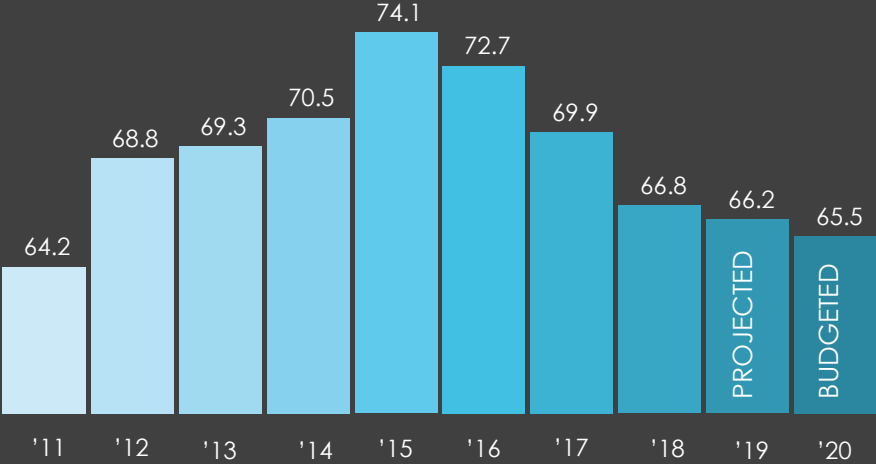
Fuel Tax Indexing - 2

MILLIONS \$



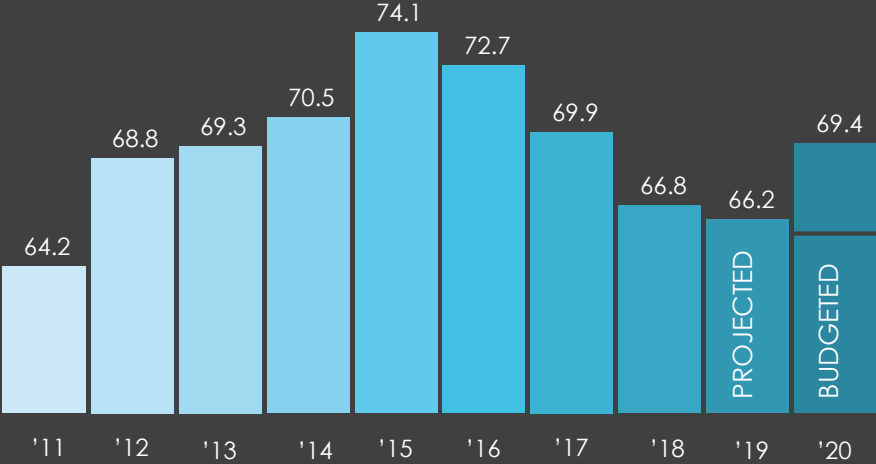
Fare Revenue

MILLIONS \$



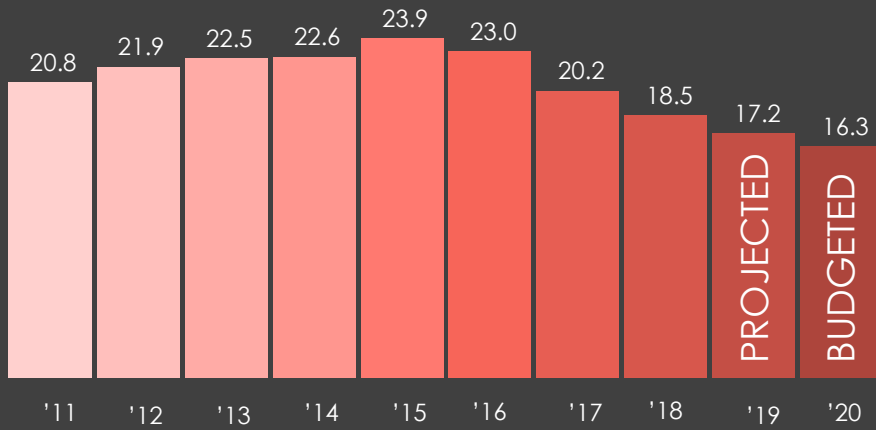
Fare Revenue

MILLIONS \$



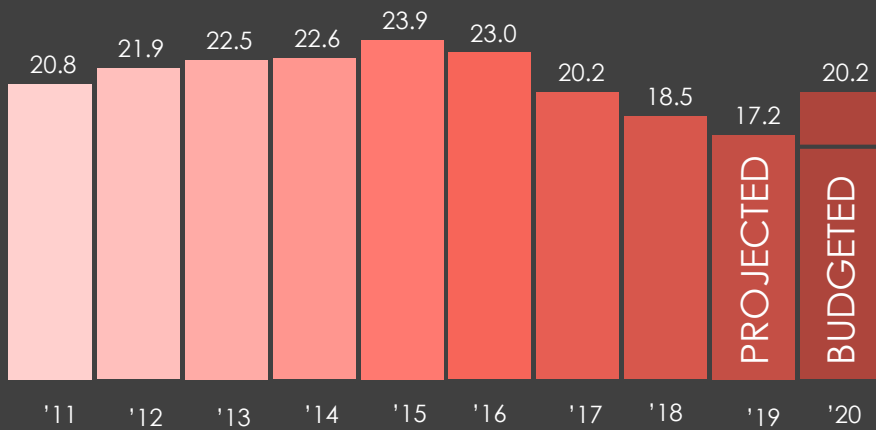
Strip Corridor Fare Revenue

MILLIONS \$



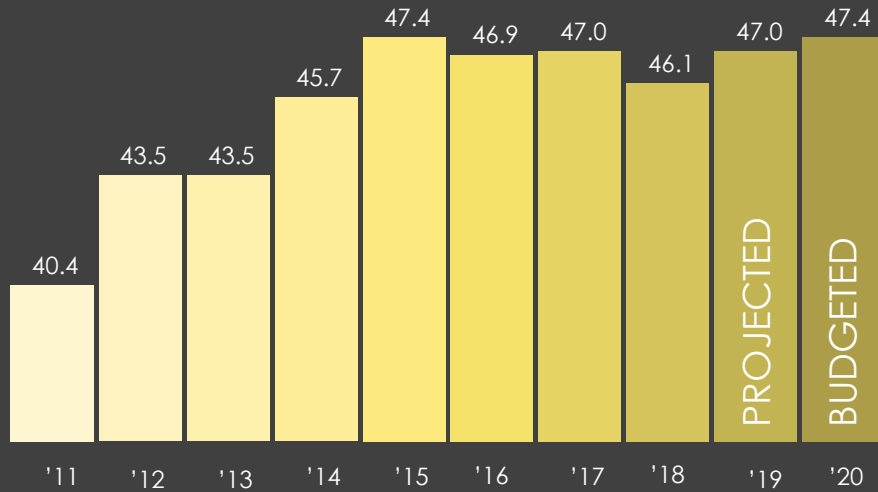
Strip Corridor Fare Revenue

MILLIONS \$



General Market Fare Revenue

MILLIONS \$



Micro Transit Pilot

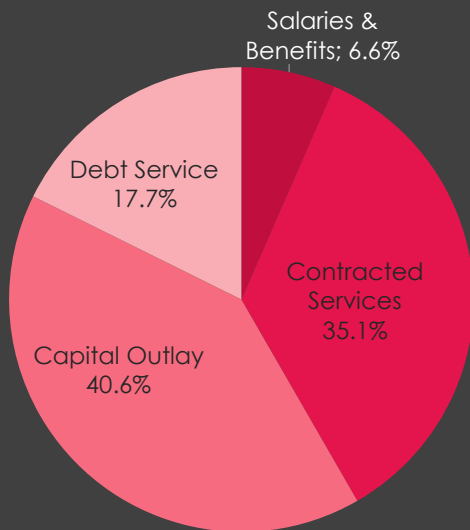
	FY19	FY20	Total
Months	1	11	12
Revenue	\$ 66,248	\$3,896,663	\$3,962,911
Expense	<u>482,168</u>	<u>3,718,767</u>	<u>4,200,935</u>
Income/(Loss)	(415,920)	177,896	(238,024)

EXPENDITURES



FY 2020 Total Funding Uses

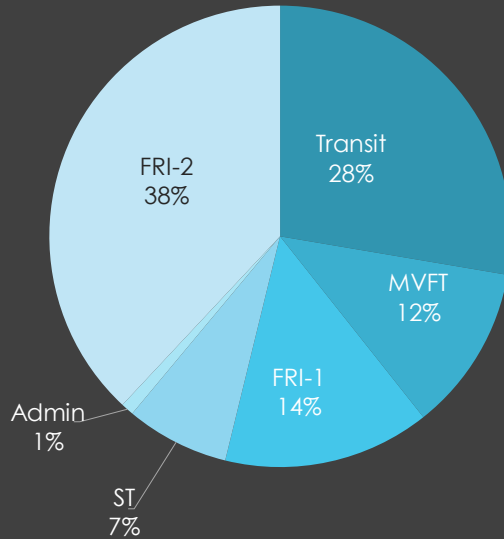
MILLIONS \$



Contracted Services	\$238.6
Capital Outlay	276.1
Debt Services	120.1
Salaries & Benefits	44.6
Total	\$679.4

FY 2020 Capital Outlay

MILLIONS \$



FRI-2	\$105.0
Transit	76.4
MVFT	32.2
FRI-1	40.0
ST	20.0
Admin	2.5
Total	\$276.1

Fuel Revenue Indexing Capital Expenditures

Capital expenditures to date	\$530,000,000
Projected additional expenditures	<u>70,000,000</u>
Total FRI expenditures	\$600,000,000



Sales and Excise Tax Bonds

2010:	\$ 3,290,000
2010B:	22,235,000
2010C:	140,560,000
2016:	<u>36,405,000</u>
Total	\$202,490,000

FY2020 Debt Service \$24,929,893

Motor Vehicle Fuel Tax Bonds

2010A1:	32,595,000
2011:	64,830,000
2016:	94,165,000
2016B:	<u>43,495,000</u>
Total	\$ 235,085,000

FY2020 Debt Service \$36,108,248

Fuel Tax Indexing

2014A:	\$ 86,680,000
2015:	79,830,000
2017:	<u>145,405,000</u>
Total	\$311,915,000

FY2020 Debt Service \$26,527,225

Highlights of FY 2020 Transit Capital Budget

TOTAL BUDGET

\$76.4 Million

GRANT FUNDING

\$58.3 Million

Highlights of FY 2020 Transit Capital Budget

85% Grant Funded



60 Paratransit CNG
Vehicles
\$7.2 Million



Fixed Route
Vehicles
20 – 40' \$12.5 Million
15 – 60' \$14.2 Million

Highlights of FY 2020 Transit Capital Budget

90% Grant Funded



Transit CNG Fueling
Equipment
\$6.4 Million

80% Grant Funded



Bus Shelters &
Safety Enhancements
\$7.6 Million

Highlights of FY 2020 Transit Capital Budget

65-80% Grant Funded



IBMF & SMF
State of Good Repair &
Equipment Upgrades
\$10.6 Million

80% Grant Funded



Technology
Upgrades
\$10.2 Million

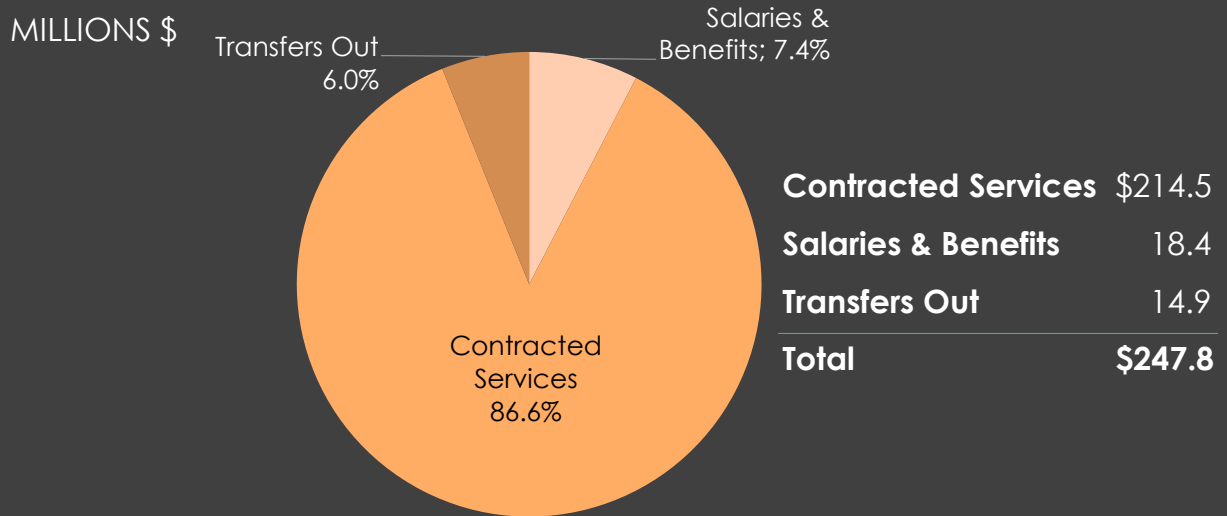
GoMed Build Grant

72% Grant Funded



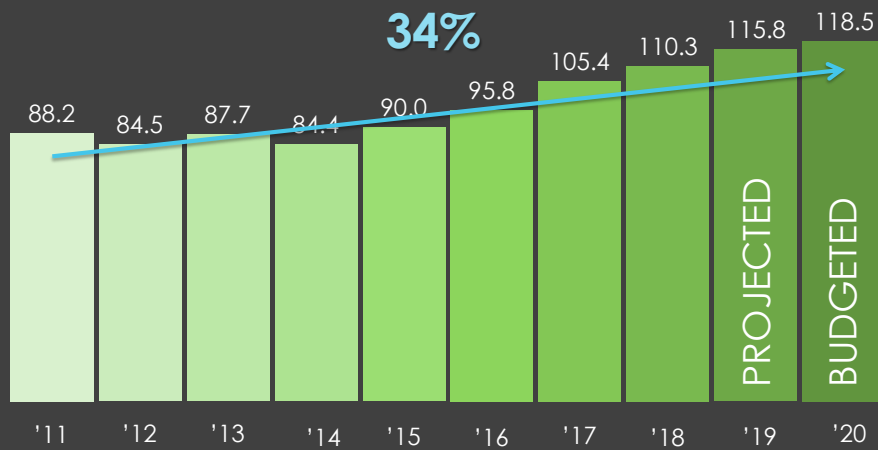
FY20 Budget
\$770,000
72% Grant Funded

FY2020 Budgeted Transit Operating Expenditures



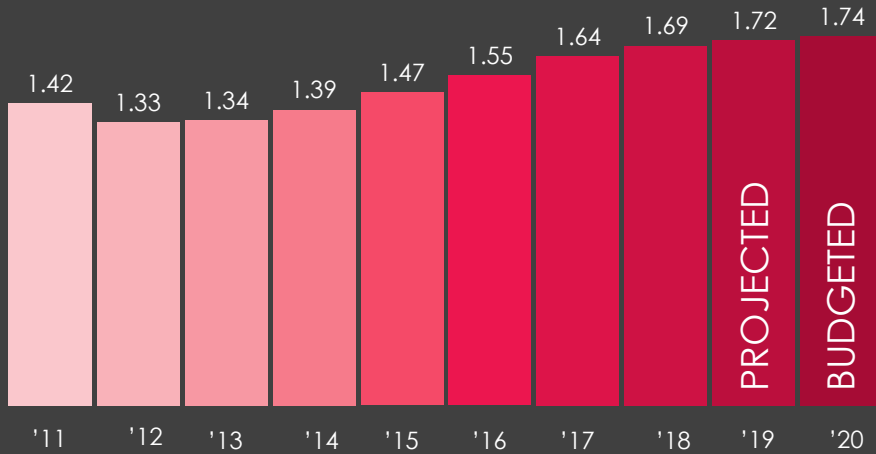
Fixed Route Contract Cost

MILLIONS \$



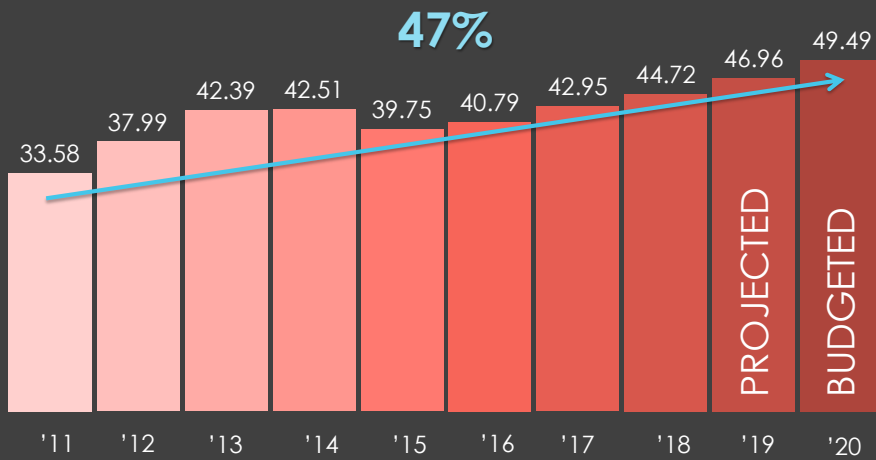
Fixed Route Service Hours

MILLIONS



Paratransit Contract Cost

MILLIONS \$



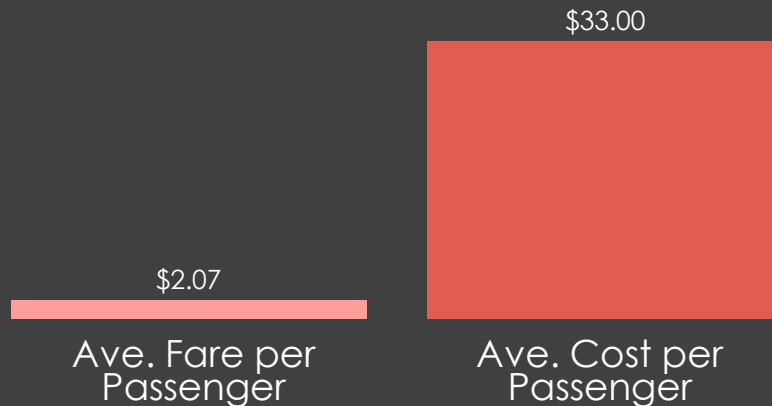
FY2018 Cost per Fixed Route Passenger

**Subsidy of \$1.66
per person, per trip**



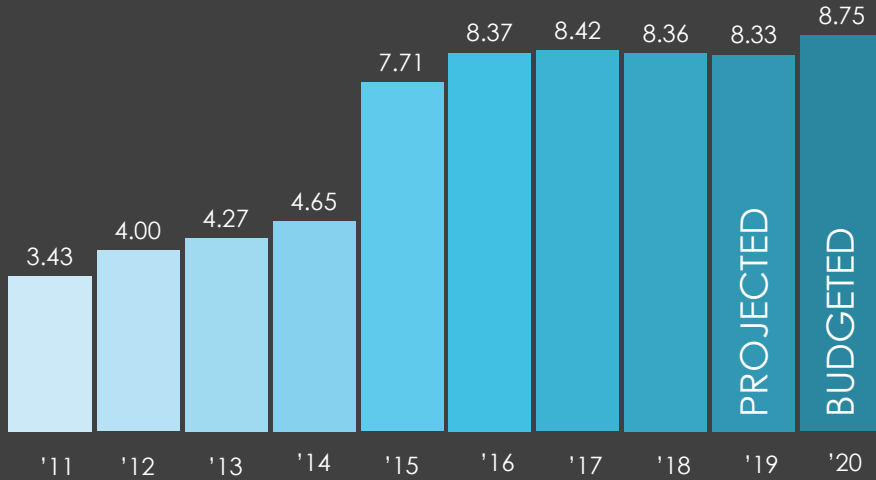
FY2018 Cost per Paratransit Passenger

**Subsidy of \$30.93
per person, per trip**



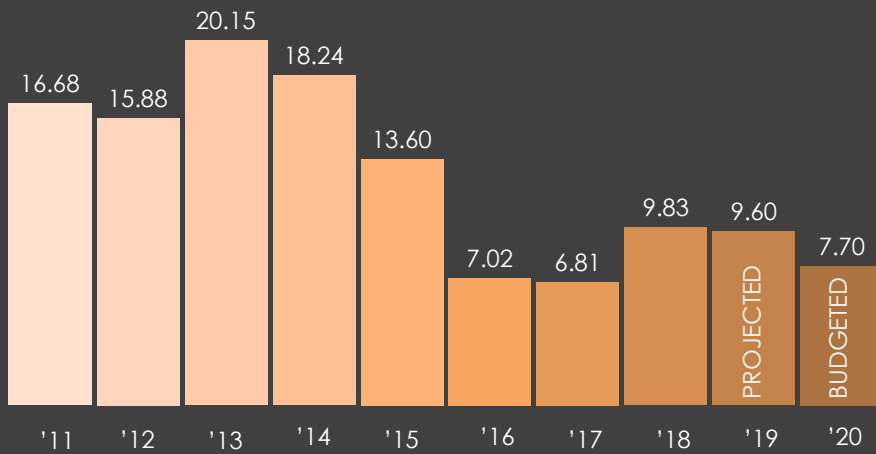
Transit Security Cost

MILLIONS \$



Transit Fuel Cost

MILLIONS \$





REGIONAL TRANSPORTATION COMMISSION

RTC RESERVE POLICY

March 21, 2019



RESERVE POLICY GOALS

- Maintain prudent financial resources
- Guard against Service disruption & Project funding delays
- Credit Worthiness
- Stability & Flexibility
- Prepare for unexpected adversity & opportunities
- GFOA Best Practices & FTA Guidelines

RESERVE POLICY PUBLIC TRANSIT FUND

- GFOA
Start with 90 days

Operating Expenses
Capital Expenditures
Federal Shutdown – FTA
does not approve grants and
does not process payments

RESERVE POLICY PUBLIC TRANSIT FUND

- FTA
- HIGH RATING FOR COMPETITIVE GRANTS
 - 6 months of entire system annual operating expenses
 - Competitive Grant Wins

TIGER	2015	Flamingo	\$	13,300,000
TIGER	2017	Buses		13,324,000
BUILD	2018	GoMed		5,319,838
Bus & Facilities	2018	Facilities		4,588,776
TOD Pilot	2018	Study		300,000
			\$	36,832,614



RESERVE POLICY Highway Improvement Funds

- Capital Needs of Jurisdictions
- Time to Issue Bonds
 - 4 months
 - Cushion for delays



RESERVE POLICY RTC General Fund

- GFOA Best Practice
 - Minimum of 2 months of expenses
 - Nature of Revenue and Receivables
 - Grant Reimbursements
 - Transfers in from Transit and MVFT



RESERVE POLICY

Bonds and Reserve Funds

- Bond Covenants establish amounts to be placed in the Debt Service Funds and the Debt Service Reserve Funds
- 1/12 of annual debt service is transferred each month to the Debt Service Fund.
- Debt Service Reserve Fund is established with each bond issue for the Maximum Annual Debt Service (MADS) over the term of the bonds.



RESERVE POLICY

- Conclusion and Recommendation
- Transit and Highway Funds: 6 months
- General Fund: 4 months
- Debt Funds: Bond Covenants



FARE POLICY GOALS

- Equity – Title VI
- Value
- Transparency

FARE POLICY FARE STRUCTURE

Fixed Route		Full	Reduced
<u>General Market</u>		<u>Fare</u>	<u>Fare</u>
Base Fare – Single Ride	\$	2.00	\$ 1.00
2 Hour Pass		3.00	1.50
24 Hour Pass		5.00	2.50
7 Day Pass (RideRTC App)		20.00	10.00
15 Day Pass		34.00	17.00
30 Day Pass		65.00	32.50
<u>Premium/Resort Corridor</u>			
2 Hour Pass		6.00	3.00
24 Hour Pass		8.00	4.00
3 Day Pass		20.00	10.00
<u>University/College</u>			
30 Day Pass			32.50
Fall Semester			104.00
Spring Semester			104.00
<u>Para Transit</u>			
Base Fare – Single Ride	\$	3.00	
22 Ride Month Pass		40.00	
46 Ride Month Pass		80.00	
4 Single Ride Coupon Book		12.00	
10 Single Ride Coupon Book		30.00	

FARE POLICY FREE & REDUCED FARE

- Certified Para Transit customers ride free on Fixed Route
- Reduced Fare for:
 - Seniors
 - Persons with Disabilities
 - K thru 12 Students, under 5 ride free
 - Nevada State Higher Education Colleges
 - Veterans

FARE POLICY FARE STRUCTURES COMPARED

	<u>1 - Ride</u>	<u>2-3 hr</u>	<u>All Day</u>	<u>7 Day</u>	<u>15 Day</u>	<u>30/31 Day</u>	<u>Para</u>
RTC	2.00	3.00	5.00	20.00	34.00	65.00	3.00
Phoenix, Arizona							
Local Bus	2.00		4.00	20.00	33.00	64.00	4.00
Express Bus	3.25		6.50			104.00	
Salt Lake City	2.50		6.25			83.75	4.00
Los Angeles	1.75		7.00	25.00		100.00	2.75 +.75
San Diego	2.25		5.00		43.00	72.00	4.50
Denver	NA	3.00	6.00			114.00	5.00
Washoe County RTC	2.00		3.00	14.50		65.00	3.00
Average	2.10		5.21	19.83	38.00	83.13	4.10

FARE POLICY FARE BOX RECOVERY RATIO

<u>Fiscal Year</u>	<u>Fare Revenue</u>	<u>Cost</u>	<u>Ratio</u>
2009	52,874,701	139,357,565	37.9%
2010	60,286,480	127,664,911	47.2%
2011	61,903,498	126,302,793	49.0%
2012	65,911,746	124,110,365	53.1%
2013	66,364,173	132,083,239	50.2%
2014	66,929,250	131,901,189	50.7%
2015	71,445,366	138,826,762	51.5%
2016	68,828,047	146,609,023	46.9%
2017	67,073,068	159,087,134	42.2%
2018	64,582,894	170,890,337	37.8%

FARE POLICY FARE RECOVERY

NAME OF AGENCY	FARE REVENUE	OPERATING COST	SUBSIDY	FARE RECOVERY RATIO
Las Vegas (RTCSNV)	1.04	2.48	1.44	42.2%
San Diego Metropolitan Transit (MTS)	1.03	3.33	2.30	30.9%
Denver Regional Transportation (RTD)	1.18	5.02	3.84	23.5%
Regional Transportation Commission of Washoe County	0.77	3.40	2.63	22.6%
LA County Metropolitan (LACMTA)	0.80	4.13	3.33	19.4%
Utah Transit Authority (UTA)	1.10	6.95	5.85	15.8%
Regional Public Transportation Authority (Valley Metro)	0.74	5.59	4.85	13.2%

FARE POLICY SALES TAX/SUBSIDY REVIEW

<u>Fiscal Year</u>	<u>Sales Tax</u>	<u>Change</u>
2008	\$ 129,392,353	
2009	112,441,733	-13.1%
2010	101,802,100	-9.5%
2011	106,333,631	4.5%
2012	112,818,994	6.1%
2013	119,256,912	5.7%
2014	127,723,497	7.1%
2015	136,552,487	6.9%
2016	141,693,070	3.8%
2017	148,566,583	4.9%
2018	155,137,865	4.4%

FARE POLICY FIXED ROUTE COST AND SALES TAX



FARE POLICY

CONCLUSION AND
RECOMMENDATION



**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**

AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: FISCAL YEAR 2022 BUDGET		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE FINANCE COMMITTEE (COMMITTEE) RECEIVE A PRESENTATION ON THE PROJECTED REVENUES AND EXPENDITURES FOR THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) FISCAL YEAR 2022 BUDGET, AND DIRECT STAFF AS TO WHAT ISSUES THE COMMITTEE WOULD LIKE THE RTC TO CONSIDER FOR INCLUSION IN THE BUDGET FOR FISCAL YEAR 2022 (FOR POSSIBLE ACTION)		
GOAL: SECURE FUNDING FOR EXPANSION, OPERATION AND MAINTENANCE OF SYSTEMS AND ROUTES		

FISCAL IMPACT:


None by this action

BACKGROUND:

Initial budget meetings have been held with management staff members regarding their needs for the remainder of Fiscal Year (FY) 2021 and their needs in FY 2022. A draft budget is being developed for presentation to the Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners at its next scheduled meeting on April 8, 2021.

Staff is requesting that the RTC Finance Committee (Committee) provide direction regarding issues the Committee would like to be considered for inclusion in the FY 2022 budget submission.

Respectfully submitted,

DocuSigned by:

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M.J. MAYNARD
Chief Executive Officer

mt/mld

**FIN Item #4
March 31, 2021
Non-Consent**

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**

AGENDA ITEM

Metropolitan Planning Organization <input type="checkbox"/>	Transit <input type="checkbox"/>	Administration and Finance <input checked="" type="checkbox"/>
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE FINANCE COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:


None

BACKGROUND:

In accordance with State of Nevada Open Meeting Law, the Finance Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Finance Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Finance Committee can direct that it be placed on a future agenda.

Respectfully submitted,

DocuSigned by:

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M.J. MAYNARD
Chief Executive Officer

mld

FIN Item #5
March 31, 2021
Non-Consent

