MINUTES
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
MAY 23, 2019

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THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON MAY 16, 2019

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<td>City of Henderson</td>
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<td>Henderson, NV 89015</td>
<td>CC Regional Justice Center</td>
<td>200 Lewis Ave.</td>
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<td>RTC</td>
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CALL TO ORDER
Mr. Larry Brown, Chair, called the meeting to order at 9:03 a.m. in the Commission Chambers of the Clark County Government Center.

MEMBERS PRESENT:
Larry Brown, Chair, Clark County
Debra March, Vice-Chair, City of Henderson
Isaac Barron, City of North Las Vegas
George Gault, City of Mesquite
Jim Gibson, Clark County
Carolyn Goodman, City of Las Vegas (Via telephone)
Kristina Swallow, Nevada Department of Transportation (ex-officio)
Lois Tarkanian, City of Las Vegas
Rod Woodbury, City of Boulder City

MEMBERS ABSENT:
None

RTC STAFF:
Tina Quigley, Chief Executive Officer
Fred Ohene, Deputy Chief Executive Officer
M.J. Maynard, Deputy Chief Executive Officer
Greg Gilbert, Outside Legal Counsel
David Swallow, Chief Engineering and Technology Officer
Marc Traasahl, Chief Financial Officer
Angela Castro, Chief Strategy, Policy, and Marketing Officer
Craig Raborn, Director of Metropolitan Planning Organization
John Peñuelas, Jr., Director of Engineering Services – Streets and Highways
Aileen Magnera, Advertising and Creative Supervisor
Marin DuBois, Management Analyst
Repelita Ramos, Senior Accountant
Randy Brown, Vehicle Maintenance Coordinator

INTERESTED PARTIES:
Harshal Desai, Atkins
Aleta Dupree
Sandy Sanders
Jacob Snow, The JABarrett Company
Jesse Steele

RTC Item #5
June 13, 2019
Consent
### Item: 1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

**Comments:**
No comments were made.

**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:**
Vice-Chair Debra March made a motion to approve the agenda.

**Vote/Summary:**
8 Ayes, 0 Nays. The motion carried.

8 Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Jim Gibson, Debra March, Lois Tarkanian, Rod Woodbury
Nays: None
Absent: None

### Item: 3. RECEIVE THE CHIEF EXECUTIVE OFFICER’S REPORT

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. Tina Quigley, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), provided the Chief Executive Officer’s Report.

**Recognitions**
Ms. Quigley began with Superstar of the Quarter employee recognitions. First, she recognized Mr. Randy Brown from the RTC’s Vehicle Maintenance Department for identifying, and fixing, without disruption of service, an electrical defect in the paratransit fleet that was overlooked by the vendor. Mr. Brown thanked the RTC Board of Commissioners (Board) and his team for the recognition.

Next, Ms. Quigley recognized the second Superstar of the Quarter, Ms. Repelita Ramos from the RTC’s Finance Department. Ms. Ramos was responsible for recouping $50,000.00 in erroneous invoice charges. Ms. Ramos thanked the Board and staff for the recognition.

Ms. Quigley continued with a mechanic recognition. She announced that Mr. Jesse Steele from MV Transportation was being recognized for the complex electrical designs he developed for the Mobility Training Center and On Board buses. Mr. Steele thanked the Board and MV Transportation staff for the recognition.

Finally, Ms. Quigley announced the recipient of the RTC contractor recognition. She introduced Ms. Sandy Sanders from TransDev, describing her exceptional customer service and compassion for passengers and operators. On more than one occasion, Ms. Sanders assisted operators with passengers in distress. Ms. Sanders thanked the Board for the recognition.
### National Infrastructure Week
Next, Ms. Quigley presented a video highlighting events held during National Infrastructure Week. She noted that the events drew more than 500 attendees with 75 companies participating.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

### Item: 4. RECEIVE THE NEVADA DEPARTMENT OF TRANSPORTATION DIRECTOR’S REPORT

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. Kristina Swallow, Director for the Nevada Department of Transportation (NDOT), provided the NDOT Director’s report. She began with a status update on Project Neon, which was at 96 percent completion and mostly pending the resurfacing and striping along Interstate-15 (I-15). Ms. Swallow explained that the installation of the crumb rubber paving layer was dependent on consistent warmer temperatures and was tentatively scheduled for June 7 through 10, 2019 and June 14 through 17, 2019. Other pending items included painting along the bridges, striping of minor roads, and the installation of art pieces at Grand Central Parkway and Charleston Boulevard.

Next, Ms. Swallow announced that the new 22-mile High-Occupancy Vehicle (HOV) system is open. She noted that there is a 30-day grace period for drivers who inadvertently use the HOV lanes without meeting the passenger requirements. Drivers will be pulled over, but will not receive a citation until after the grace period. To encourage use of the lanes, NDOT and the Regional Transportation Commission of Southern Nevada (RTC) are promoting the Club Ride program, which connects drivers with other commuters for carpooling.

Continuing, Ms. Swallow discussed the completion of NDOT’s pedestrian safety improvements to eight sites located along Boulder Highway. The sites extend from Oakey Boulevard to south of College Drive.

Then, Ms. Swallow updated the (RTC) Board of Commissioners (Board) on the improvements planned for the expansion of the bridge on Tropicana Boulevard and I-15. NDOT is currently performing an environmental assessment and conducting public meetings. Right-of-way acquisition is tentatively scheduled for 2020-2021 with construction running from 2022 through 2025. It is a $200 million project contingent upon funding and delivery method.

Continuing with a legislative update, Ms. Swallow reported that two of NDOT’s bills were approved. This included the following: Assembly Bill 7, which clarifies NDOT’s board approval authority, and Assembly Bill 22, which allows NDOT to retain 2.5 percent of project costs until contracts are complete. NDOT is also working on amendments to Senate Bill 395, which would allow for the inclusion of its Freeway Service Patrol to the Move Over Law, and Assembly Bill 377, which will match state law to federal requirements regarding oversize vehicles. The state legislature also approved NDOT’s budget.

Regarding NDOT staff updates, Ms. Swallow announced the retirement of Mr. Thor Dyson, Assistant Director of Operations, and the promotion of Cole Mortensen to Deputy Director of Engineering. Ms. Swallow emphasized that both she and Mr. Mortensen will be spending time in Southern Nevada to understand the needs of the region.
Vice-Chair Debra March thanked Ms. Swallow for the report provided by NDOT’s representative at the City of Henderson’s previous City Council meeting.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.

CONSENT AGENDA (ITEMS 5 THROUGH 40)

All items marked with asterisks (**) are considered by the Regional Transportation Commission to be routine and may be acted upon in one motion. However, the Regional Transportation Commission may discuss any consent item individually if requested by a Commission member or a citizen when the consent agenda is considered for approval.

**5.** APPROVAL OF MINUTES: Meeting of April 11, 2019 (FOR POSSIBLE ACTION)

**6.** ADOPT AMENDMENTS TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

**7.** RECEIVE A REPORT ON THE SUMMARY OF FISCAL ACTIONS RELATED TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

**8.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION FROM DEPARTMENT OF MOTOR VEHICLES COMPLETE STREETS FUNDING FOR CLARK COUNTY PROJECT 191F-CSF; COMPLETE STREETS PROGRAM –CLARK COUNTY FISCAL YEAR 2019 (FOR POSSIBLE ACTION)

**9.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENT NO. 1 TO THE INTERLOCAL CONTRACT TO REVISE THE SCOPE OF THE PROJECT AND INCREASE FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 175Q2-MVFT; NEIGHBORHOOD REHABILITATION PROGRAM: FISCAL YEAR 2019 CLARK COUNTY MAINTENANCE (FOR POSSIBLE ACTION)

**10.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE PROJECT FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING AND RIGHT-OF-WAY FOR CITY OF LAS VEGAS PROJECT 048L-FTI2; LAKE MEAD BOULEVARD, SIMMONS STREET TO LOSEE ROAD (FOR POSSIBLE ACTION)

**11.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3 TO EXTEND THE PROJECT COMPLETION DATE AND REALLOCATE PROJECT FUNDING THAT INCLUDES AN AUTHORIZATION TO PROCEED FOR ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION FOR CITY OF
| **14.** | Approve and authorize the Chairman to sign the interlocal contract that includes an authorization to proceed from fuel revenue indexing extension funds for engineering for City of Henderson Project 088C-FT12; Pebble Road, Eastern Avenue to Pecos Road (for possible action) |
| **15.** | Approve and authorize the Chairman to sign the interlocal contract that includes an authorization to proceed from fuel revenue indexing extension funds for construction for City of Henderson Project 192C-FT12; Sunridge Heights Parkway, Executive Airport Drive to Bermuda Road (for possible action) |
| **16.** | Approve and authorize the Chairman to sign the interlocal contract that includes an authorization to proceed from fuel revenue indexing extension funds for engineering and right-of-way for City of Henderson Project 224A-FT12; Boulder Highway, Wagonwheel Drive to Tulip Falls Drive (for possible action) |
| **17.** | Approve and authorize the Chairman to sign supplemental interlocal contract No. 1 to increase funding that includes an authorization to proceed for engineering from motor vehicle fuel tax funds for City of Henderson Project 223C-MVFT; intersection improvement program: Eastern Avenue and Sun City Anthem Drive (for possible action) |
| **18.** | Approve the final report for City of North Las Vegas Project 089H-FTI; Las Vegas Boulevard, Evans Avenue to Pecos Road (for possible action) |
| **19.** | Receive a report on the recommendation for best bid for construction from Question 10 funds for Clark County Project 147A-Q10; Cactus Avenue, Rainbow Boulevard to Spencer Street (for possible action) |
| **20.** | Receive a report on the recommendation for construction manager at risk guaranteed maximum price for construction of City of Las Vegas fuel revenue indexing extension fund Project 198A-FT12; 3rd Street, Fremont Street to Charleston Boulevard (for possible action) |
| **21.** | Approve the final report for City of North Las Vegas Project 089H-FTI; Las Vegas Boulevard, Evans Avenue to Pecos Road (for possible action) |
| **22.** | Approve the final report for City of Las Vegas Project 135T-FTI; City of Las Vegas Arterial Reconstruction Program-Package 1 (for possible action) |
| **23.** | Approve the final report for City of North Las Vegas Project 178G-FTI; City of North Las Vegas Pedestrian Upgrades (for possible action) |
| **24.** | Approve the final report for City of Las Vegas Project 021E-MVFT; Martin L. King, Wyoming Avenue to Symphony Park Avenue (for possible action) |
25. **APPROVE THE FINAL REPORT FOR CITY OF NORTH LAS VEGAS PROJECT 142Q3-MVFT; ENTITY NON-PROJECT SPECIFIC EXPENSES (FOR POSSIBLE ACTION)**

26. **APPROVE THE FINAL REPORT FOR CITY OF HENDERSON PROJECT 191C-CSF; COMPLETE STREETS PROGRAM (FOR POSSIBLE ACTION)**

27. **RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE RTC’S WEBSITE (FOR POSSIBLE ACTION)**

28. **APPROVE THE FISCAL YEARS 2020 AND 2021 UNIFIED PLANNING WORK PROGRAM (FOR POSSIBLE ACTION)**

29. **APPROVE AN INTERLOCAL AGREEMENT WITH THE CITY OF LAS VEGAS TO WORK IN PARTNERSHIP ON THE MARYLAND PARKWAY CORRIDOR TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN (FOR POSSIBLE ACTION)**

30. **APPROVE AMENDMENT NO. 5 TO CONTRACT NO. 13-036, OPERATION AND MAINTENANCE OF ADA PARATRANSIT SERVICES, WITH TRANSDEV NORTH AMERICA, INC. TO EXTEND THE CONTRACT TERM THROUGH DECEMBER 29, 2019, ADD FUNDS IN THE APPROXIMATE AMOUNT OF $16,000,000.00, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)**

31. **APPROVE AMENDMENT NO. 2 TO CONTRACT NO. 14-111, SENIOR TRANSPORTATION SERVICES, WITH MV TRANSPORTATION, INC. TO EXTEND THE CONTRACT TERM THROUGH DECEMBER 29, 2019, ADD FUNDS IN THE NOT-TO-EXCEED AMOUNT OF $400,041.00, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)**

32. **APPROVE AMENDMENT NO. 2 TO CONTRACT NO. 18-024, TRAVEL DEMAND MODEL ENHANCEMENTS AND VALIDATION, WITH PARSONS TRANSPORTATION GROUP, INC. TO ADD THE NOT-TO-EXCEED AMOUNT OF $150,000.00, EXTEND THE TERM TO DECEMBER 30, 2020, ADD TASKS 5 AND 6 TO THE SCOPE OF SERVICES, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)**

33. **RECEIVE A RECOMMENDATION FROM THE EVALUATION COMMITTEE TO SELECT AND AWARD CONTRACT NO. 18-097ISP(A), THIRD PARTY SPECIAL INSPECTIONS AND MATERIAL TESTING SERVICES FOR GENERAL MARKET SHELTERS AND PADS – PHASE 6A, TO GEOTECHNICAL & ENVIRONMENTAL SERVICES, INC. IN THE AMOUNT NOT-TO-EXCEED $81,840.00, FOR THE PERIOD OF 365 DAYS FROM NOTICE TO PROCEED, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)**

34. **APPROVE THE AWARD OF BID NO. 19-045, SMF (SUNSET MAINTENANCE FACILITY) VAULT BANKNOTE PROCESSING MACHINE, TO THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, CUMMINS ALLISON, IN THE NOT-TO-EXCEED AMOUNT OF $89,978.28, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT (FOR POSSIBLE ACTION)**

35. **RECEIVE A RECOMMENDATION FROM THE EVALUATION COMMITTEE TO SELECT AND AWARD CONTRACT NO. 19-048, COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN UPDATE, TO NELSON/NYGAARD CONSULTING ASSOCIATES, INC. IN THE AMOUNT NOT-TO-EXCEED $89,923.00 FOR THE PERIOD FROM NOTICE TO PROCEED THROUGH JUNE 30, 2020, AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)**

36. **APPROVE A REVISED PURCHASE ORDER FOR PROJECT NO. 19-057, ANNUAL...**
CONSULTING AND MAINTENANCE SOFTWARE SUPPORT SERVICES, TO SABA SOFTWARE (CANADA), INC. IN THE NOT-TO-EXCEED AMOUNT OF $20,796.80, FOR A TOTAL PURCHASE ORDER AMOUNT OF $50,827.17, AND AUTHORIZE STAFF TO ISSUE A REVISED PURCHASE ORDER (FOR POSSIBLE ACTION)

**37.** APPROVE AND ADOPT THE PROPOSED CASH RESERVE POLICY FOR THE RTC (FOR POSSIBLE ACTION)

**38.** APPROVE AND ADOPT THE PROPOSED FARE POLICY FOR THE RTC (FOR POSSIBLE ACTION)

**39.** APPROVE, ADOPT AND AUTHORIZE THE CHAIRMAN TO SIGN RESOLUTION 569 FOR TRANSFER OF REVENUE VEHICLES TO CENTRAL MIDLANDS REGIONAL TRANSIT (THE COMET), ANOTHER FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTEE (FOR POSSIBLE ACTION)

**40.** APPROVE, ADOPT AND AUTHORIZE THE CHAIRMAN TO SIGN RESOLUTION 570 FOR DONATION OF EQUIPMENT TO FIRSTMED HEALTH & WELLNESS CENTER, A NONPROFIT ORGANIZATION (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Vice-Chair Debra March made a motion to approve the Consent Agenda.

Vote/Summary:
8 Ayes. 0 Nays. The motion carried.
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Jim Gibson, Debra March, Lois Tarkanian, Rod Woodbury
Nays: None
Absent: None

Item:
41. RECEIVE AN UPDATE ON THE ON BOARD – YOUR FUTURE TRANSIT PLAN INITIATIVE (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Mr. Craig Raborn, Director of Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the On-Board High-Capacity Transit Plan (Plan or On Board). Mr. Raborn recounted how the project began 18 months ago with the goal of identifying corridors where high-capacity transit (HCT) would be feasible. As part of the project, the RTC conducted various public meetings, made presentations, and received more than 7,000 surveys. From the public input and comments, RTC staff created a map of 55 corridors identified for HCT and also identified other goals the community was interested in besides HCT, such as integrating emerging technologies and improving traditional transit.

Evaluation Criteria
Next, Mr. Raborn reviewed the evaluation process RTC staff devised to identify and prioritize the most suitable corridors from the original list of 55. Each potential corridor was measured against a list of five goals, objectives, and specific evaluation measures. Afterwards, the RTC conducted additional public outreach. He noted that overall, staff estimates that approximately 80,000 people were engaged as part of On Board. The result of the evaluation process is a map of 19 corridors that were identified as ideally suited for HCT. All of the 19 corridors will generate sufficient ridership to support HCT and will accomplish other goals identified by the community. He stated that RTC staff is in the midst of working...
with partner agencies and other jurisdictions to further define the HCT corridors, determine the appropriate mode of transportation, and identify early actions that can be implemented to increase the feasibility of HCT.

**Community Outreach**

Then, Mr. Raborn provided more detail regarding the results from the community outreach campaign. He noted that the RTC was able to successfully reach out to residents across the region and included other people besides public transit users. He also commented that despite a difference in preferred mode of transportation, the responses to the questions were consistent across all modes. RTC asked the community to identify the most important transportation improvements needed, list priorities for transportation investments, and state what would convince them to try a different mode of transportation. The community responses were used to expand On Board’s scope from a focus on HCT to developing mobility options and local implementation strategies. HCT will remain as a component, but other strategies, such as the impact of emerging technologies and identifying the economic impact of mobility and transit, will also be considered. Mr. Raborn explained that RTC staff is in the process of evaluating 60 potential mobility strategies and will narrow the list down to approximately 15-20 strategies. Once that process is completed, staff will develop a detailed explanation and implementation plan for each strategy. The goal is to identify a small set of strategies that will have a significant long-term impact on improving the transit system and regional mobility.

**Next Steps**

Finally, Mr. Raborn reviewed the timeline and next steps, adding that staff completed the first step – identifying goals and objectives – and is simultaneously working on six other steps. In July, staff will begin the scenario development and evaluation phase. They will begin drafting the recommended plan in the fall. The project is scheduled for completion in 2020. Additional Presentations and briefings for the RTC Board of Commissioners and community regarding the progress of On Board will be scheduled throughout the rest of the year.

**Q&A**

Vice-Chair Debra March asked if the final Plan will include recommendations on the mode of transportation. Mr. Raborn responded that the Plan will not include specific mode recommendations in order to account for changes in emerging technologies, but it would be continually assessed. Vice-Chair March acknowledged the rapid growth in the community and appreciated the fact that circumstances regarding the Plan could change.

Mayor Carolyn Goodman inquired about cost estimates for legislative planning purposes and asked that the projects be prioritized. Mr. Raborn responded that the Plan will include planning level estimates based on current technologies and will also include short-term (10 years) and long-term (30 to 40 years) implementation strategies. This will allow for prioritization while simultaneously providing the flexibility for future changes.

**Motion:**

Vice-Chair Debra March made a motion to accept the presentations.

**Vote/Summary:**

8 Ayes. 0 Nays. The motion carried.
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Jim Gibson, Debra March, Lois Tarkanian, Rod Woodbury
Nays: None
Absent: None
Item: 42. RECEIVE AN UPDATE ON THE BOULDER HIGHWAY MULTIMODAL CORRIDOR STUDY (FOR POSSIBLE ACTION)

Comments:
Mr. Craig Raborn, Director of Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), introduced the item, saying that the Boulder Highway Multimodal Transportation Investment Study (Study) began about two years prior with funding support from the Nevada Department of Transportation (NDOT) as well as support from local jurisdictions that had contact with Boulder Highway. He remarked that the project is nearing completion, and so another update would be helpful to get everyone up to speed on the project. From there, Mr. Raborn introduced Mr. Harshal Desai, Atkins, to provide further details.

Boulder Highway Report
Following a detailed PowerPoint presentation [attached], Mr. Desai explained the role of Atkins in the Study. Atkins was tasked to study Boulder Highway with the purpose of re-imagining it as a hybrid urban corridor. He explained the limitations of the outdated Boulder Highway environment and noted the need for more functional solutions. Mr. Desai reviewed the substantial activity that Boulder Highway experiences and the challenges that come with this usage. Generally, it is considered an unsafe area for pedestrians, with 10 percent of all fatalities in Nevada occurring within this corridor. Thus, the goal of the Study was to examine new options for safe, reliable transportation for everyone. Five of the Study’s key goals, Mr. Desai continued, include providing safe non-motorized travel, improving vehicle safety, supporting economic re-development, supporting transit culture, and providing reliable movement of people on the corridor. Mr. Desai briefly mentioned the extensive public outreach efforts that had been performed to gather data for the Study.

Mayor Carolyn Goodman interjected, asking for more details on accident rates. She asked Mr. Desai whether there was a diagram of where the majority of incidents occur on Boulder Highway. Mr. Desai confirmed that the team had that information and it will be included in the report. Mayor Goodman stated that this was crucial information and thanked him.

Proposed Concept
Continuing, Mr. Desai provided a rundown of the proposed transit concept. He stressed that the goal was to address the needs of all the stakeholders along the corridor and that this layout was built with that in mind. The proposed concept accommodates center-running transit and higher-speed automobile movement, while separating lower-speed vehicles, pedestrians, and bicycle movements. He explained several aspects of the planning process that provided data for these decisions, noting that several stakeholders disagreed on the best course of action. The proposed concept was made to be flexible to accommodate these concerns. Mr. Desai pointed out that mid-block crossings were another part of this, aimed at improving pedestrian safety, along with improved lighting along the entire corridor. Mr. Desai then introduced Mr. Jacob Snow, The JABarrett Company, to provide more details on stakeholder outreach.

Stakeholder Feedback
Mr. Snow began his report by describing that stakeholder outreach efforts included property owners, business owners, major employers, hotels/casinos, community groups, public safety groups, utility companies, and the entities themselves. Across these engagements, several key themes emerged. Improving pedestrian safety was a top priority for nearly all stakeholders as well as understanding just how many people are being moved throughout the corridor.
Another key piece of feedback heard from nearly every private sector stakeholder, Mr. Snow continued, was that nobody wanted these changes to reduce vehicular access to businesses. When these stakeholders saw the flexible concept developed by Atkins, they agreed that the proposed idea was a good solution. In general, there was fairly universal support for the proposed concept. However, Mr. Snow noted that, after these discussions, the stakeholders began to ask about timelines for project completion. Some were skeptical that the improvements were feasible. Mr. Snow assured them that the agencies could deliver.

Mr. Snow then explained that another part of the stakeholder feedback was the general public outreach effort, a process that collected 1,900 survey responses via social media, community events, e-blasts, newsletters, and more. Mr. Snow reviewed a summary of this data, which included the following: overall concept approval (79 percent); street lighting (90 percent); sidewalks (85 percent); center-running transit (76 percent); mid-block crossings (72 percent); access lanes (70 percent); dual cycle tracks (55 percent).

Commissioner Jim Gibson asked whether the team had pedestrian counts and any information on why they were crossing the street. Mr. Snow replied that the team did have data on that, describing how they had noted where every pedestrian accident had occurred. Generally, people were using Boulder Highway more for utility transportation: going to work, going to school, and so on. There were multiple pedestrian uses, but Boulder Highway has evolved to be primarily used as a utility road.

Commissioner Gibson pointed out that in his experience, certain areas of Boulder Highway had significant pedestrian traffic while others had none. He asked whether a one-size-fits-all approach was the goal, or if the differences in neighborhoods were taken into account. Mr. Snow said that this had been taken into account and that flexibility based on region was built into the concept. The overall universal concept had central themes, such as center-running transit, but other strategies could be applied more locally. Mr. Snow detailed several of the configurations that could potentially be applied, depending on the location along Boulder Highway, and the needs of the local entities nearby.

Mr. Isaac Barron asked if there were any projections for how future projects might impact the Boulder Highway area, positively or negatively. Mr. Snow replied that no economic analyses were performed, but some of the investment costs were reviewed, which were all well-received by the stakeholder businesses. Mr. Barron noted that people preferred to see concrete numbers on these issues and stated his preference to see a study like this performed.

Then Mr. Raborn addressed Mr. Barron, explaining that the Study was significant enough to trigger some land use re-evaluations from the local jurisdictions. As these land use plans change, it would be easier to assess any economic impacts that might be relevant.

**Project Costs**

Despite the $145 million estimation for 15 miles of construction noted in the PowerPoint slide, Mr. Raborn pointed out that exact figures for the project were not yet known. The estimation was made as a planning-level cost estimate, but it did not include several specific transit improvements that might be necessary. He stressed that, as the project moves forward, a combination of local, state, and federal funds will be found to make these improvements happen.

**Steps to Completion**

Mr. Raborn described how the next steps would include four key elements: RTC Board of Commissioners update (May 23, 2019), jurisdiction updates (early summer 2019), final public meetings
(mid-summer 2019), and develop a final report (late summer 2019). In terms of feasibility, he described how the City of Henderson was already moving forward with preliminary design and engineering, so progress should happen shortly after finalization.

**Q&A**

Ms. Tina Quigley, Chief Executive Officer for the RTC, praised the efforts so far, noting that Fuel Revenue Indexing (FRI) funds were still on the table for use.

Vice-Chair Debra March agreed that this issue was very important to the City of Henderson, referring back to the 10 percent pedestrian death statistic. She recalled how this conversation had come up in earlier years, where improvements to a roadway in Reno were expedited in order to address many of these same issues. She said that NDOT may need to examine right-of-way issues and that the City of Henderson itself may need to look at operations and maintenance agreements to help manage roadways.

Mayor Pro Tem Lois Tarkanian asked whether other high-traffic roads in the area might experience some of the same pedestrian issues. Mr. Raborn replied that this was indeed a likely outcome. Boulder Highway itself was identified as a possible route for high-capacity transit (HCT), and many of the On Board HCT strategies are synergistic to the Boulder Highway Study. As these studies progress, more research will be done to bring every road up to standard. Ms. Tarkanian noted that close coordination with the other jurisdictions would be essential to ensure all transit goals match. Mr. Raborn agreed, stating that they were working closely with public works and planning departments. Ms. Quigley also agreed, assuring Ms. Tarkanian that the City of Las Vegas has a great planning team.

Mayor Goodman spoke to mention the upcoming census count, stating that the explosive growth of several local communities would have big implications for the region. Mr. Raborn agreed and said that staff is examining those issues. With the next census and additional travel survey work, the RTC would be able to get an even better picture for future On Board planning efforts.

**Motion:**

Vice-Chair Debra March made a motion to accept the presentation.

**Vote/Summary:**

8 Ayes. 0 Nays. The motion carried.

Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Jim Gibson, Debra March, Lois Tarkanian, Rod Woodbury

Nays: None

Absent: None

**Item:**

43. RECEIVE A PRESENTATION ON THE TENTATIVE BUDGET FOR FISCAL YEAR 2020 (FOR POSSIBLE ACTION)

**Comments:**

Ms. M.J. Maynard, Deputy Chief Executive Officer for the Regional Transportation Commission of Southern Nevada (RTC), began by providing background on the item. She explained that the fiscal year (FY) 2020 budget had been available for public review since April 11, 2019. Today’s presentation would be followed by a public comment period, followed by a vote for final adoption and submission of the FY 2020 budget. From there, she introduced Mr. Marc Traasdahl, Chief Financial Officer for the RTC, to present the budget.

Following a detailed PowerPoint presentation [attached], Mr. Traasdahl began by describing that the total requested budget for FY 2020 is $679.4 million. This is an 11 percent decrease from FY 2019. He
described the breakdown of costs for the RTC Board of Commissioners (Board) as follows: capital outlay ($276.1 million), contracted services ($238.6 million), debt service ($120.1 million), and salaries and benefits ($44.6 million).

Mr. Traasdahl further explained that the bulk of capital outlay costs came from Fuel Revenue Indexing (FRI) 2, budgeted at $105 million. The next highest category was Transit, budgeted for $76.4 million, with total roadway work budgeted for $197 million. Digging deeper into the transit capital budget, the RTC had a total budget of $76.4 million, and of that, $53.8 million would be paid through grants.

**Transit Operating Expenditures**

Mr. Traasdahl briefly detailed public transit operating expenditures, noting that the total expenditure would be $247.8 million, with $214.5 million of that budgeted for contracted services.

**Bonds**

The RTC has $749.5 million in outstanding bonds, with next year’s debt service budgeted at $87.5 million.

**Funding Sources**

Total funding sources for FY 2020 were budgeted at $593.8 million, with sales tax making up the biggest portion ($224.8 million in sales tax revenue).

**Transit Operating Revenue**

Total public transit operating revenue for FY 2020 was budgeted at $251.3 million. The sales tax portion of this is $168.6 million, representing 3/8’s percent sales tax.

**Sales and Use Tax Distribution**

For the other 1/8 percent sales tax, the RTC budgeted $56.9 million.

**Sales and Use Tax Revenue**

The RTC is budgeting for a 3.5 percent increase in sales tax for FY 2020. In FY 2019, it is projected to come in at 5 percent.

**Motor Vehicle Fuel Tax**

The RTC is budgeting $74.9 million for FY 2020, similar to FY 2019.

**FRI**

The projected revenue for FRI 1 is $90.7 million in FY 2020. FRI 2 is budgeted for an increase due to a rate increase effective on July 1, 2019. Budgeted FRI 2 revenue is $17.6 million in FY 2020.

**Fare Revenue for Transit**

The RTC is budgeting a slight decline in revenue, with $65.5 million expected in FY 2020.

**Motion:**

Vice-Chair March made a motion to accept the presentation.

**Vote/Summary:**

8 Ayes. 0 Nays. The motion carried.

Ayes: Larry Brown, Isaac Barron, George Gault, Jim Gibson, Carolyn Goodman, Debra March, Lois Tarkanian, Rod Woodbury

Nays: None

Absent: None
**Item:**  
44. **CONDUCT A PUBLIC HEARING ON THE TENTATIVE BUDGET FOR FISCAL YEAR 2020 (FOR POSSIBLE ACTION)**

**Comments:**  
Chair Larry Brown opened the public hearing, asking for any members of the public that would like to speak on the budget. Chair Brown called on Ms. Aleta Dupree, who made the following comment:

Chair Brown, members. Aleta Dupree for the record. I’m going to talk to you specifically about the budget today. It was a very brief presentation, I’m gonna kind of dig down into things that I would like to see in this budget. Certainly, from the committee meeting I’ve been to, it’s important that we continue the purchase of the new buses, especially the sixty-footers, and bring those into the southern territory, where I am experiencing the benefits of the long buses in the northern territory, riding on the 113 to the Sawyer building and then on to Nellis Air Force Base in the northeast kingdom. So, now we need to bring this to the south and to the Strip. So, this is something that should be in our capital expense, as well as to further develop upon the capital that we have in the vehicles, with the bus validators, that are placed at the front doors of these buses, and also on all three doors of the Strip express that we can move away from tapping a chip card for reduced fare, and swiping a paper ticket, to more of the use of the app, and to convert the chip card into something that fare value can be loaded on, which is very common in other agencies. I have for you one such card, a tap card, that we can use, so I think we are just about there. And hopefully soon we will test the electric bus this summer and put that into our capital budget. California has a mandate, so it’s coming soon. And we have to be mindful of sales tax, more efficient vehicles, and people like myself that don’t have cars. We’re not going to be spending as much money on fuel, so Chicago, I believe, if you spend money in the city of Chicago, one percent of that goes to the Chicago Transit Authority. One percent. And we’re dealing with three-eighths. So, we have to make the steps, and have the strong stomach and will, to raise money for this most important system, so we can keep it going into the future and buy some more of those nice long buses. Thank you.

**Motion:**  
No motion was necessary.

**Vote/Summary:**  
No vote was taken.

---

**Item:**  
45. **ADOPT THE FINAL BUDGET FOR FISCAL YEAR 2020 AND DIRECT THE DEPARTMENT OF FINANCE TO TRANSMIT THE FINAL BUDGET AS ADOPTED TO THE NEVADA DEPARTMENT OF TAXATION (FOR POSSIBLE ACTION)**

**Comments:**  
No comments were made.

**Motion:**  
Vice-Chair March made a motion to adopt the final budget for Fiscal Year 2020 and directed staff to transmit the final budget as adopted to the Nevada Department of Taxation.

**Vote/Summary:**  
8 Ayes. 0 Nays. The motion carried.  
Ayes: Larry Brown, Isaac Barron, George Gault, Carolyn Goodman, Jim Gibson, Debra March, Lois Tarkanian, Rod Woodbury  
Nays: None  
Absent: None
Item: 46. RECEIVE INFORMATION FROM LEGAL COUNSEL REGARDING POTENTIAL AND EXISTING LITIGATION INVOLVING A MATTER OVER WHICH THE RTC HAS SUPERVISION, CONTROL, JURISDICTION, OR ADVISORY POWER AND TO DELIBERATE TOWARD A DECISION ON THE MATTER (Note: This item may be closed to the public pursuant to Nevada Revised Statute 241.015(3)(b)(2) in order to discuss legal matters.) (FOR POSSIBLE ACTION)

Comments:
Ms. Tina Quigley, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada, remarked that there were not any issues to discuss under this item.

Motion:
No motion was necessary.

Item: 47. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION: No action can be taken on any matter discussed under this item, although the Commission can direct that it be placed on a future agenda.

Comments:
Chair Larry Brown called for the meeting’s second period for citizens participation. Mr. Aleta Dupree made the following comment:

Chair Brown and members, Aleta Dupree for the record. I’m going to talk to you about some different things. I was fortunate to use this new service, which I had heard about. I don’t hear about soft openings much, but I found out about it through the online version of the newspaper called Trip the Strip. And it’s my hope that we will advance this service territory to include Downtown and this county building, because then I can have the one-seat ride from near where I live, to come, in part, to these meetings, among other things. So, to have this microtransit on the Strip is very helpful to me, as it can be a very difficult ride on the Strip. So I get to ride it affordably, in an eleven passenger van, so I know that during the times on the Strip, when things get very crowded, I, especially as a person with disabilities, will be able to have a seat to get me where I need to go. And I am able to go to the same bus stops as the larger buses go to, so I have a sense of consistency. I was very fortunate to experience the personalized service, I used it and I got a very nice text from leadership at Keolis. So this is something that is very much above and beyond what one would normally expect in a transportation service. So, that’s most of what I’m thinking about today. Again, we have a lot of work to do over the summer, and hopefully we will have the procurement for the new long buses so we can have them in the southern territory. So, as a person of challenges and disabilities, I can say, I am being served. I have been. And I expect that I will be. I do ask, in your deliberations, that you still reconsider to have us a light rail. I believe that this team that sits before you has the knowledge and the capability and the wherewithal to run a railroad. And I’ve been on many railroads, and it is time for this community to have one. Challenges are difficult, but can be solved. Railroads are built into airports, and they’re built on streets, and there were pictures of Boulder Highway with light rail vehicles. So, our future needs to have the stability of rail, because Maryland Parkway, and Boulder Highway, and the Strip are not going anywhere for hundreds of years, I’m sure. They’ll be with us always. Thank you.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.
ADJOURNMENT

The meeting adjourned at 10:34 a.m.

Respectfully submitted,

Marin DuBois, Recording Secretary

Marek Biernacinski, Transcription Secretary
SUPERSTAR OF THE QUARTER

Randy Brown
SUPERSTAR OF THE QUARTER

Repelita Ramos

MECHANIC RECOGNITION

Jesse Steele
RTC CONTRACTOR RECOGNITION

Sandy Sanders
Transdev

INFRASTRUCTURE WEEK
Three years later …

Project Neon is 96 percent complete.

HOV Lanes Are Open!

What’s new?
- 22 continuous miles
- Hours of operation 24/7
Boulder Highway Safety Upgrades

I-15/Tropicana
Legislative Update

Congratulations!
Thank You!!
On Board Update
May 23, 2019

ON BOARD OVERVIEW

- Regional Transportation Commission (RTC)
- Community Input
- Emerging Transit Technologies
- Traditional Transit
- High Capacity Transit
- Transportation Resource Advisory Committee (TRAC)
ON BOARD – HIGH CAPACITY TRANSIT

UNIVERSE OF CORRIDORS
EVALUATION PROCESS

1. Identify Universe of Potential HCT Corridors
2. Conduct High-Level Screening of Initial Corridors
3. Select Most Promising Corridors
4. Conduct Detailed Evaluation of Most Promising Corridors
5. Define Future HCT Corridors
6. Determine HCT Routes and Potential Modes
7. Inform Recommended Plan
   - HCT Network
   - Most Likely Modes
   - Phasing

EVALUATION & FEEDBACK

- Enhance: Make Transit More Compelling
- Connect: Improve Regional Connectivity
- Grow: Encourage Responsible Development
- Compete: Make Southern Nevada More Competitive
- Sustain: Develop Sustainable Solutions
FUTURE HIGH CAPACITY TRANSIT NETWORK

EVALUATION PROCESS

What comes next?
- Corridor Preferences
- Corridor Strategies
- Early Action Corridors

Where we are now
COMMUNITY INPUT

SURVEY RESPONDENTS TRAVEL MODES

- 68% Drive
- 21% Walk
- 14% RTC Transit
- 3% Taxi/TNC
- 4% Bike

MODES OF TRAVEL EVERY DAY
TRANSPORTATION IMPROVEMENTS

Which transportation improvements are the most important?

- 63% Well maintained roads
- 62% Improved safety
- 60% Fewer traffic jams
- 57% Frequent and fast bus service
- 50% Improved walking and bicycling

TRANSPORTATION INVESTMENTS

Southern Nevada should invest in transportation to:

- 57% Provide more transportation choices
- 55% Improve access to jobs, housing and medical services
- 49% Incorporate new transportation technologies
- 45% Create jobs for your community
- 44% Reduce costs for lower income communities
TRANSPORTATION IMPROVEMENTS

What would make you try a new mode of travel in the future?

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>60%</td>
<td>High capacity transit (light rail or something similar)</td>
</tr>
<tr>
<td>40%</td>
<td>Less than 5 minute waits for buses or trains</td>
</tr>
<tr>
<td>38%</td>
<td>Faster bus service by giving buses priority at intersections</td>
</tr>
<tr>
<td>35%</td>
<td>Low-cost Uber/Lyft rides to transit stations</td>
</tr>
<tr>
<td>33%</td>
<td>Self-driving cars that guarantee few crashes and traffic slowdowns</td>
</tr>
</tbody>
</table>

ON BOARD: REGIONAL MOBILITY PLAN

- Emerging Technologies
- Mobility Options and Local Implementation Strategies
- Economic Impacts of Transit and Mobility

Regional Mobility Plan
STRATEGIES

Mobility plan designed to identify wide range of strategies to improve transit and related services

There are many options
  Traditional approaches
  Best practices from elsewhere
  New technology

PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Goals, Objectives, and Targets</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
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<tr>
<td>Competitiveness Issues, Gaps, and Opportunities</td>
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<td>Mobility and Transit Strategies</td>
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<td>Economic Impacts of Mobility and Transit</td>
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<td>Recommended Plan</td>
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</table>

2019  2020

We are here
GOALS

- Provide safe non-motorized travel
- Improve vehicle safety
- Support economic re-development
- Support transit culture
- Reliable movement of people on the corridor
**Character Areas**

**Segment 1**
- Wagonwheel Dr to Palo Verde Dr
- City of Henderson
- 2.57 miles

**Segment 2**
- Palo Verde Dr to Water St
- City of Henderson
- 2.00 miles

**Segment 3**
- Water St to Tulip Falls Ave
- City of Henderson
- 2.95 miles

**Segment 4**
- Tulip Falls to Tropicana Ave
- Clark County
- 2.20 miles

**Segment 5**
- Tropicana Ave to I-515
- Clark County
- 3.25 miles

**Segment 6**
- I-515 to Charleston Blvd
- City of Las Vegas
- 2.15 miles

---

**Proposed Concept**

- **Pedestrian Realm**: 41 feet
- **Through Realm**: 96 feet
- **Pedestrian Realm**: 41 feet
PROPOSED CONCEPT

STAKEHOLDER FEEDBACK

This looks wonderful!
Preference for Center Running Transit
Install lighting

Anything will help

When will all this get done?
Increase number of pedestrian crossings

Skepticism about actual implementation
Maintain vehicle access to businesses

Universal support for general concept
COMMUNITY FEEDBACK

Overall Concept Approval: 79%

- Sidewalks: 83%
- Center-Running Transit: 76%
- Dual Cycle Tracks: 53%
- Access Lanes: 70%
- Mid-block crossings: 72%
- Street Lighting: 90%

PROJECT COST

$145 Million for 15 miles of reconstruction
STEPS TO COMPLETION

Board Update
May 23

Jurisdiction
Updates
Early Summer

Final Public
Meetings
Mid Summer

Develop
Final Report
Late Summer
FY 2020 Total Funding Uses

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Contracted Services</td>
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<tr>
<td>Capital Outlay</td>
<td>276.1</td>
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<tr>
<td>Debt Service</td>
<td>120.1</td>
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<tr>
<td>Salaries &amp; Benefits</td>
<td>44.6</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$679.4</strong></td>
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### FY 2020 Capital Outlay

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>FRI-2</td>
<td>$105.0</td>
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<tr>
<td>Transit</td>
<td>$76.4</td>
<td>28%</td>
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<td>MVFT</td>
<td>$32.2</td>
<td>12%</td>
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<td>FRI-1</td>
<td>$40.0</td>
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<td>Sales Tax</td>
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<td>Admin</td>
<td>$2.5</td>
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<td>Total</td>
<td>$276.1</td>
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</table>

### Highlights of FY 2020 Transit Capital Budget

**Total Budget**
- $76.4 Million

**Grant Funding**
- $58.3 Million
FY2020 Budgeted Transit Operating Expenditures

- **Contracted Services**: $214.5
- **Salaries & Benefits**: $18.4
- **Transfers Out**: $14.9

**Total**: $247.8

**Bonds**

<table>
<thead>
<tr>
<th>MILLOIONS $</th>
<th><strong>Outstanding</strong></th>
<th><strong>Debt Service</strong></th>
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<tbody>
<tr>
<td>Sales Tax</td>
<td>$202.5</td>
<td>$24.9</td>
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<tr>
<td>MVFT</td>
<td>235.1</td>
<td>36.1</td>
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<td>FRI</td>
<td>311.9</td>
<td>26.5</td>
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<td><strong>Total</strong></td>
<td><strong>$749.5</strong></td>
<td><strong>$87.5</strong></td>
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</table>
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
- **Microtransit**: 3.9
- **Jet-Aviation FT**: 3.9
- **Total**: $593.8

FY 2020 Transit Operating Revenue

**MILLIONS $**

- **Sales Tax**: $168.6
- **Fares**: 65.5
- **Microtransit**: 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**

- **S&H**: $41.7
- **DOAQ**: $9.4
- **FAST**: $5.8
- **Total**: $56.9

**Streets and Highways**: 73%

**FAST**: 10%

**DOAQ**: 17%

---

**Sales and Use Tax Revenue**

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<th>Year</th>
<th>Projected</th>
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