

Location:



RENO TRANSPORTATION COMMISSION
1105 Terminal Way, 1st Floor Great Room, Reno, NV
Date/Time: 10:00 A.M., Friday, December 15, 2023

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY
BOARD MEETING AGENDA

- I. The Regional Transportation Commission Great Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to Michelle Kraus at 775-348-0400 and you will receive a response within five business days. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.
- II. This meeting will be televised live and replayed on RTC's YouTube channel at: bit.ly/RTCWashoeYouTube
- III. Members of the public in attendance at the meeting may provide public comment (limited to three minutes) after filling out a request to speak form at the meeting. Members of the public that would like to provide presentation aids must bring eight (8) hard copies to be distributed to the Board members at the meeting. Alternatively, presentation aids may be emailed, in PDF format only, to mkraus@rtcwashoe.com prior to 4:00 p.m. on the day preceding the meeting to be distributed to the Board members in advance of the meeting. Members of the public may also provide public comment by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at (775) 335-0018. Comments received prior to 4:00 p.m. on the day preceding the meeting will be entered into the record.
- IV. The Commission may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- V. The supporting materials for the meeting will be available at www.rtcwashoe.com/meetings. In addition, a member of the public may request supporting materials electronically from Michelle Kraus at the following email address: mkraus@rtcwashoe.com.

1. Call to Order:

- 1.1. Roll Call
- 1.2. Pledge of Allegiance

2. Public Comment: *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*

3. Approval of Agenda (For Possible Action)

4. Consent Items (For Possible Action):

- 4.1. Minutes
 - 4.1.1 Approve the meeting minutes for the 11/17/2023 RTC Board meeting. (For Possible Action)
- 4.2. Reports
 - 4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)
 - 4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

- 4.2.3 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)
- 4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations Activity report. (For Possible Action)
- 4.2.5 Acknowledge receipt of the monthly Outreach Activities Report. (For Possible Action)
- 4.3. Engineering Department
 - 4.3.1 Approve a contract with J-U-B Engineers, Inc., to provide design services and optional engineering during construction for the Meadowood Mall Rehabilitation Project, in an amount not-to-exceed \$288,511. (For Possible Action)
 - 4.3.2 Approve a contract with HDR Engineering, Inc., for design and engineering during construction services for the 2025 Bridge Maintenance Project, which includes resurfacing the Kuenzli Avenue Bridge over the Truckee River and the Evans Avenue, Ralston Street, and Valley Road Bridges over I-80, in an amount not-to-exceed \$349,942.30. (For Possible Action)
 - 4.3.3 Approve a Settlement Agreement with Jacobs Engineering Group Inc., to resolve any potential dispute or claim related to certain services performed on the Arlington Avenue Bridges Project. (For Possible Action)
- 4.4. Public transportation/Operations Department
 - 4.4.1 Approve a contract with Trane Technologies for HVAC preventative maintenance at RTC facilities for a period of three and half years, in an amount not-to-exceed \$317,598. (For Possible Action)
- 5. **Discussion Items and Presentations:**
 - 5.1. Receive an update on the 2050 Regional Transportation Plan (RTP) Update for discussion and possible direction. (For Possible Action)
 - 5.2. Receive a report on the FY 2023 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation. (For Possible Action)
 - 5.3. Approve the RTC federal priorities and provide direction accordingly. (For Possible Action)
- 6. **Reports (Information Only):**
 - 6.1. Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action will be taken.
 - 6.2. Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.
 - 6.3. Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.
- 7. **Commissioner Announcements and Updates:** *Announcements and updates to include requests for information or topics for future agendas. No deliberation or action will take place on this item.*
- 8. **Public Comment:** *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*
- 9. **Adjournment (For Possible Action)**



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.1.1

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

SUBJECT: Draft Meeting Minutes for 11/17/2023

RECOMMENDED ACTION

Approve the meeting minutes for the 11/17/2023 RTC Board meeting.

BACKGROUND AND DISCUSSION

See attached for Background and Discussion

FISCAL IMPACT

There is no fiscal impact related to this item.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

10:00 A.M.

November 17, 2023

PRESENT:

**Ed Lawson, Mayor of Sparks
Alexis Hill, Vice Chair, Washoe County Commissioner
Mariluz Garcia, Washoe County Commissioner (Arrived 10:15am)
Devon Reese, Reno City Council**

**Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Darin Tedford, Deputy Director of NDOT**

ABSENT:

Hillary Schieve, Mayor of Reno

The regular monthly meeting, held in the 1st Floor Great Room at Regional Transportation Commission of Washoe County, Reno, Nevada, was called to order by Chair Lawson. The Board conducted the following business:

Item 1 CALL TO ORDER

- 1.1 Roll Call
- 1.2 Pledge of Allegiance

Item 2 PUBLIC INPUT

Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mark Markal, concerned Reno resident, would like to get the word out about not drinking and driving. He would like to get advertising on the buses to not drink and drive and be used as an example of what happens when people drink and drive.

Juan Martinez, this past weekend I had a will-call trip and when I called dispatch to be picked up, all I got on the phone was a message saying RTC Access was having technical difficulties. I would like to remind you that people with disabilities are being stranded. If there could always be a person to answer the calls or give an alternate number to contact a person on the recording, that would be appreciated.

Dora Martinez, some of my issues are with the bus shocks. Some of the old buses ride really rough and I hear some of the disabled and elderly people saying their backs hurt from going over the bumps. The bus drivers do slow down, but if something could be done to improve those shocks, that would be wonderful. When RTC has free rides for the general public, I would really appreciate if MTM, whoever runs that show, would be active and include the ACCESS riders to make them aware that trips are free. During the Veteran's Appreciation Day, I had to be the one telling all of the clients that the trips were free, so they could take advantage of that. I heard that RTC is doing graphic designs for the websites. We are here, if you could include the disabled community, so we don't come back and say

this is not inclusive, it's not accessible, and let's do it right and be inclusive. The Token Transit App, thank you to Susi Trinidad for helping me with that. Thank you and I appreciate all of you.

Amanda Nelson, Keolis bus driver, I'm a strong supporter of removing the fare boxes from our buses and I think it would really help our community. It takes a five minute google search to see that violence on the buses is escalating, not just here, but everywhere. A lot of it has to do with bus fares and driver's trying to enforce the bus fares. I've been screamed at and have had people punch the outside of the bus because of a bus fare. Thankfully, I haven't had any physical violence on myself. We have had drivers injured over bus fares and it's getting out of hand. If one person was saved by taking the bus with free bus fares, it would be worth it. If bus routes are changing, I really feel like we should have flyers put out on buses and a lot more notice to the passengers. A lot of times routes change and the passenger's area unaware.

There being no one else wishing to speak, Chair Lawson closed public input.

Item 3 APPROVAL OF AGENDA

Commissioner Reese would like to have Item 6.2 removed from the agenda. I understand that will come back at a later time when the report is completed.

On motion of Commissioner Reese to move to approve agenda, seconded by Vice Chair Hill, which motion unanimously carried, Chair Lawson ordered that the agenda for this meeting be approved.

Chair Lawson asked Bill Thomas, RTC Executive Director if he would like to explain why Item 6.2 was pulled.

Bill Thomas, RTC Executive Director, I had allowed this item to be placed on the agenda in anticipation of completion of the report and the report was not finished. It was my decision that the best thing to do was to not have this item discussed, since there was no report for the public and the Board and the employees. Hopefully we'll have the report completed when we put it back on the agenda, likely in January.

Items 4 CONSENT ITEMS

Chair Lawson asked if anyone wished to pull a consent item.

Commissioner Reese would like to pull Item 4.3.1 and 4.3.3 for discussion. On motion of Commissioner Reese to approve the remaining Consent items, seconded by Vice Chair Hill, which motion unanimously carried, Chair Lawson ordered the remaining consent items be approved.

Commissioner Reese, I don't require a presentation on Item 4.3.1, but I wanted to ask our staff when do we anticipate the work being completed?

Dale Keller, RTC Engineering Director, the work for the Traffic Signal Modifications 23-01 is actually going out to bid right now, so we anticipate the construction to start in early spring, which will last throughout the summer and we'll wrap this project up in 2024.

Commissioner Reese, I understand that there are a number of different ADA items that this project includes. If there were a location where I am particularly concerned about, as an RTC Board Member, how do I let you know that I'm interested in any particular location? Is this my opportunity to do that here, or is there another form?

Dale Keller, RTC Engineering Director, this project came out of our Traffic Spot Program, so collectively between RTC, City of Reno, City of Sparks and Washoe County, and all of the traffic engineers in the region get together and talk through traffic and operation issues. That technical group makes the recommendations for what projects get moved forward. I'm happy to take any comments you have here today, but also working with your Public Works staff is the best way to vet these improvements.

Chair Lawson, I believe that is directed through the Executive Director, and he would take your concerns, but I don't want to get into a deal where you are directing staff.

Commissioner Reese, there are two locations that I would like to advocate for and I want the public to know I'm advocating for them. One is near the Reno ICE facility. It's an area where we could see some signal improvements and we've recently done a new crosswalk there. The other one, which Vice Mayor Duerr is really interested in, is an area near Neil Road where there is a Charter School that has some issues that are larger.

On motion of Commissioner Reese to approve Item 4.3.1, seconded by Vice Chair Hill, which motion unanimously carried, Chair Lawson ordered the consent item be approved.

Commissioner Reese, Item 4.3.3, the highlight for me in this particular agenda item is work being done on Somerset Parkway, near Mae Anne Avenue and Del Webb. I wanted to ask about our opportunity to move up the timing on the schedule? It looks currently like you have it scheduled for construction to start in August 2024 and end in October 2024. My own experience in that area leads me to believe that the cold weather tends to set in a bit in October and I'm hoping we can maybe move it up to accommodate for that. What I would like to see happen is if we could get completion by June? If that is possible?

Dale Keller, RTC Engineering Director brought up Jeff Wilbrecht, Engineering Manager, who has detailed information, but I think we'll try to do everything possible to try to move this up.

Jeff Wilbrecht, Engineering Manager, we see this as a priority as well. We also see doing the work in the summer time when school is out as a benefit as well. There is a lot of work to do to get to the point of doing construction, so we're trying balance all of these conflicting things of getting it done in this construction season, so we deliver those improvements in a timely manner. I fully appreciate your comments and desire to get that done.

On motion of Commissioner Reese to approve Item 4.3.3, seconded by Vice Chair Hill, which motion unanimously carried, Chair Lawson ordered the consent item be approved.

4.1 Minutes

4.1.1 Approve minutes from 10/20/2023 Board meeting. (For Possible Action)

4.2. Reports

4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

4.2.2 Acknowledge receipt of the Summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.2.3 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

- 4.2.5 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)
- 4.2.6 Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

4.3 Engineering Department

- 4.3.1 Approve Amendment No. 1 to the contract with Westwood Professional Services, Inc., for additional engineering during construction services for the Traffic Signal Modifications 23-01 Project, in the amount of \$124,150, for a new total not-to-exceed amount of \$362,865. (For Possible Action) *Pulled for Discussion*
- 4.3.2 Approve a contract with Wood Rodgers, Inc., for design and optional construction management services for the Vista Boulevard/Disc Drive Intersection Improvement Project, in an amount not-to-exceed \$413,155. (For Possible Action)
- 4.3.3 Approve a contract with Wood Rodgers, Inc., for design and engineering during construction services related to the 2024 Corrective Maintenance Project on Somerset Parkway, in an amount not-to-exceed \$1,255,800. (For Possible Action) *Pulled for Discussion*

4.4 Public Transportation/Operations Department

- 4.4.1 Approve a contract with Genfare, LLC (GFI) to upgrade RTC's seven (7) ticket vending machines to the latest supported Link2Gov API, in an amount not-to-exceed \$114,225. (For Possible Action)
- 4.4.2 Approve a contract with Genfare, LLC (GFI) to upgrade RTC's seven (7) ticket vending machines to the latest supported Link2Gov API, in an amount not-to-exceed \$114,225. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

- 4.5.1 Acknowledge receipt of a report regarding quarterly progress on RTC Agency Goals and Strategic Roadmap - FY 2024 (Q1). (For Possible Action)
- 4.5.2 Approve revisions to Chapter 11 (Attendance and Leaves) of the RTC Personnel Rules, pursuant to RTC Personnel Rule 1.3. (For Possible Action)
- 4.5.3 Acknowledge receipt of the Asset Donation Log for the second quarter of calendar year 2022 through the third quarter of calendar year 2023. (For Possible Action)

Item 5 PUBLIC HEARING

- 5.1 Conduct a public hearing regarding approval of Amendment No. 1 to the FFY 2023-2027 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 1 to the FFY 2023-2027 RTIP. (For Possible Action)
 - a. Staff Presentation
 - b. Public Hearing
 - c. Action

Graham Dollarhide, RTC Senior Technical Planner, before I get into the details of each project, I would like to provide a quick overview of the purpose and the process of the RTIP.

The document is a Federally required Program of Projects. Inclusion in the RTIP is one of the steps necessary in making each project eligible for federal funding. The document represents a prioritized program of scheduled and fiscally constrained transportation improvement projects, based upon the long-range plan, the Regional Transportation Plan (RTP). Projects in the RTP are prioritized into different time frames, short, medium and long term horizons. The RTIP is not a reconciliation

document that is amended retroactively to reflect actual project expenditures. It is a programming document meant to show how federal funding will be spent. It is also designed to achieve the regions goals and objectives established in the RTP by advancing identified projects, starting with the immediate time frame and then pushing things along from there.

The program includes all federal funded or regionally significant transportation projects regardless of funding source carried out by any agency within the MPO boundary. This is why oftentimes you'll see NDOT or another agency listed as the project lead on an RTIP project, or why projects are added, deleted or amended at the request of another agency.

A formal action is required today because any changes to a project occurring over the course of the RTIP are addressed through either administrative modifications or amendments. Amendments are the major substantive changes and are applicable when certain thresholds are met. A project is only required to meet one of these thresholds in order to trigger that formal amendment. That can be when a project is added or deleted, when there is an increase of more than 25% of the federally funded portion of a project, when there are substantial changes to the scope of the existing project or the change results in air quality conformity determination or finally if there is a change to a funding source for a project from non-federal to federal.

In this case, the proposed amendment triggers two of these requirements. There is a project to be added and deleted, and there is a project that exceeds the 25% threshold.

Graham Dollarhide presented slides on an overview of where the RTIP fits into the overall process.

The public comment period was open from November 7 - 13, 2023 and no comments were received. It was advertised through multiple media outlets, including a Spanish language newspaper. It was presented to the RTC TAC and CMAC and it all culminates in the public hearing and board action here today.

One project to be changed is the NDOT lead project for adding an auxiliary lane to Eastbound I-80 between West McCarran Boulevard and Keystone Avenue. The removed project is the Washoe County School District Safe Routes to School, which was at the request of the Washoe County School District. The added project is the Washoe County School District Safe Routes to School Program FFY2024. This addition was recently awarded grant funding.

Commissioner Reese, I don't entirely understand what happened with the Washoe County Safe Routes to School Program.

Graham Dollarhide, there was no official reason given by the School District why the desire was to cancel that project. The match wasn't a lot of money, so I don't know that is was necessarily purely a budgetary issue, however, we have historically not provided the match, but RTC is providing the federal share.

Commissioner Reese would like the RTC Board to be notified when a lack of match funding is what causes the anticipated removal of a project. Then we can evaluate what our position is, as each of us as Commissioners have some small modicum of funds each year that we can apply.

Commissioner Reese, when is the Micromobility Network to be brought in and included in the RTIP?

Graham Dollarhide, that is currently being proposed for January 2024, staff is working hard on moving that along now that we have the guidance from the City of Reno. We have communicated with FHWA

ensuring that certain requirements would or would not be required in this regard, which would extend the timeline. We've been working toward that end.

Bill Thomas, RTC Executive Director, just to elaborate a little on this particular TA Set Aside Program. The challenge here, and I heard what the board said, which I will be very aware of, is it a monetary issue or is it something else? This particular program is set up such that they are not RTC projects. These projects are done by others, so what we don't know is if it was money or if it was in their list of things to do and they decided not to do it. If we find out there are some safety issues, in talking to the School District for example, we would probably approach it differently. That way it can become something the RTC fully controls. To let the Board know about the particular funding source, we can't and don't do the projects, so we're relying on whoever the other party is to execute it. I hear what you're saying, we do not want it to be a money issue on these important things.

Chair Lawson asked if there was anyone from the public wishing to speak on this item? Being none, I'm looking for a motion.

On motion of Commissioner Reese to approve Item 5.1, seconded by Commissioner Garcia, which motion unanimously carried, Chair Lawson ordered the item be approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

- 6.1. Quarterly report from Keolis Transit Services, LLC regarding fixed-route operations and maintenance performance measures. (No Action Required)

Jim Gee, RTC Director of Public Transportation introduced Mr. Don Swain, the new General Manager for Keolis here locally. He comes to us from the Pacific Northwest with 30+ years of Transit Management experience with key experience in developing KPI's, operational day to day issues and labor relations. He comes with a breadth of experience and he is prepared to deliver great things to Reno, Sparks and Washoe County.

Mr. Don Swain, General Manager for Keolis gave a short presentation on the quarterly report and was looking forward to a long working relationship with the Board and RTC.

- 6.2 Presentation on a report from Government Leadership Solutions regarding its evaluation of the RTC's organizational climate. (No Action Required) *Removed from Agenda until January*

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

1. Starting next month, we will test a new approach to our customer service program at Centennial Plaza. This is our least-used facility, so we will close the live window. Technology has advanced and foot traffic for passengers requesting transit directions has been minimal – so a phone will be installed that will ring directly to customer service. Our staff will still be available at the station to assist with questions regarding ACCESS and the Washoe Senior Program including Taxi Bucks, Lyft, and Uber vouchers. We'll be looking for customer feedback to help us evaluate this change over the next six months. We'll make any necessary modifications to this pilot program based on that feedback.
2. Once again, the RTC is holding our annual Stuff A Bus Holiday Food Drive to help our neighbors in need. This year's event is December 7th from 10 in the morning to 4 in the afternoon. We will park a bus at Sam's Club on Kietzke Lane to collect non-perishable food items. We will take the

bus to the KTVN “Share Your Christmas Food Drive” the next day to drop off the food. All of it will go to the Food Bank of Northern Nevada. We’re hoping for another great year of participation in this very important community event.

3. Last Friday, we offered free transit on our RIDE and ACCESS services for Veterans Day. We think this is a great way to honor our veterans, their families, and our existing passengers. We also think this is a potential opportunity to introduce new customers who haven’t ridden the bus before. We always encourage people to use public transit.
4. Last week, the RTC provided coffee, juice, tea, and donuts for our Keolis and MTM employees. It was a way of thanking them for all of their hard work. Thank you, Commissioner Reese for providing discretionary funding for the event. Thank you to Mad Hatter Doughnuts and Bone Appetit BBQ for providing the [food and drinks].
5. I would like to introduce you to our newest employee, Josh MacEachern (Mc-Eckern). Josh started as our Public Information Officer November 6th. He graduated from the University of Nevada, Reno and says he’s happy to be back in the Truckee Meadows after living in Las Vegas for about 10 years. His background is in marketing and public relations which will translate well at the RTC. He’s also active in the Scottish and Irish community and ran the Las Vegas Highland Games which is a two-day cultural event. He even plays the bagpipe. Welcome to the team, Josh!
6. I would also like to welcome Omar Casildo to the RTC. Omar started as our new Finance Intern October 25th. He’s a Senior at the University of Nevada and will graduate next month with a degree in Finance. He’s looking forward to a career in Risk Management. Our Finance Department is very impressed with his skills. His internship lasts for about six months – so he will be here through most of April.
7. Some of you may have already met Amy Blockley. Amy started as our temporary receptionist October 16th. She’s usually the first person you see when you come into the building. She gives assistance to visitors and accepts deliveries. She will be with us until right around the new year. We are recruiting an Administrative Associate to assume that role, full-time. That will provide full-time reception and additional assistance to the agency.
8. I would like to thank Lavonne Marcus. On Tuesday, she dropped off 10 large pizzas, fruit, salad, and beverages to our MTM staff. Ms. Marcus is one of our RTC ACCESS clients. She wanted to show her appreciation for the service we provide. She says she is very thankful for our great drivers, dispatchers, and reservationists.
9. The MTM Employee of the Month for October is Tommie Paris. Tommie has been with ACCESS since 2015. He enjoys the independent nature of the job, and he’s happy to come to work, do his best, and go home without a fuss. He has an excellent safety record. The customers like him and his co-workers respect him. Tommie is a Navy veteran who served as a submariner. We thank him for his service. We would also like to thank him for being a valued team member and we appreciate his dedication.
10. The Keolis Driver of the Month for October is Joseph Johnson. Joseph was born and raised in San Jose and moved to Reno in 2006. He has seven years of experience in transportation – including as a bus operator for RIDE since June. Joseph’s on-time performance in October was 95 percent with zero accidents. On October 11th, one of our passengers complimented Joseph for avoiding a would-be crash with another vehicle. We definitely thank him for his quick actions and his safe driving. Joseph enjoys taking care of his two fur babies, Bella and Chewy.

7.2 RTC Federal Report

Bill Thomas, RTC Executive Director, I want to announce that Congress has avoided a shutdown. The continued resolution to extend the current levels of spending for several measures, including transportation, housing and urban development has been achieved through January 19, 2024.

Hopefully everything will be resolved by then. The CR also extended eight other programs until February 2, 2024.

The FTA is considering a new rule that would set minimum rest standards for transit workers. The goal is to reduce the overall number of fatigue related safety incidents. The agency is seeking public input to better understand current practice and cost and benefits of the rule change.

We've been in contact with Senator Cortez-Masto's office regarding affordable housing. This is not directly in our wheelhouse, but one that is very much related to our public transit service.

7.3 NDOT Director Report

NDOT Deputy Director Darin Tedford, gave a presentation and spoke on the following topics:

- US 395 North Valleys Widening – Preliminary Construction. This project will be doing a lot between Clear Acre and Golden Valley. We're adding a third lane going southbound, we're adding auxiliary lanes, which are lanes in between the ramps. We're redoing the entire surface. Scheduled construction is next year and the year after, finishing in 2025.
- Incline Highway Improvements – Substantial Completion. We've repaved 14 miles of Mt. Rose Highway and State Route 28. Many improvements including sidewalks, ramps, detention basins, retaining walls and underground conduit.
- Mt. Rose Highway Improvements – Substantial Completion. Avalanche control system has been updated. We have improvements at Thomas Creek and Callahan for minor signal and turn lane improvements. We're working with the RTC to coordinate on the first of significant projects that came out of the Mt. Rose Corridor Study, which will be on the uphill end of the segment, Bordeaux, Callahan, Thomas Creek for an upcoming project to further improve safety up there.

I have a brief but extensive update on major future projects that NDOT has planned in the Reno-Sparks area.

- I-80 West Reno Bridge Replacements and I-80 Verdi Bridge Replacements. We are replacing seven structures between Keystone and Boomtown. That project will cost about \$75-100 million. It will start soon because it doesn't have significant environmental impacts, with completion in 2026. Then the project to replace the rest of the projects from Boomtown to Stateline has a much more significant cost and lead time because of going over the Truckee River multiple times and includes more environmental and planning ahead of time. Anticipated completion is the end of this decade.
- Reno Spaghetti Bowl. Good news is that we did the initial NEPA work and the environmental process is covered for every one of the multiple phases already. Phase 2 goes from just east of the Spaghetti Bowl out to McCarran Boulevard past the Nugget. This is the phase we're working on now.

North Valleys, we call it Phase 1B. It has other phases after it, namely North Valleys Phase 2. Anticipated to start work in 2026 will be Phase 2 that goes from Golden Valley up to Stead Boulevard. That phase is also the phase we've discussed before that includes work on North Virginia Street from McCarran Boulevard up to essentially US395. That is also in coordination with the RTC and is currently under design.

- South Meadows Connector Alignment Study. We are looking at connecting South Meadows out to the Tahoe Reno Industrial Center (TRIC). That has been requested by both local residents and people that are interested in getting traffic out to TRIC. This is a feasibility study that we're doing to see if that's possible. It is a very similar project to when we pioneered a road south of Boulder City in Las Vegas, out through the mountains and canyons and the unknown. We are also in the process of doing the NEPA study to widen I-80 between Sparks and the Industrial Center. This is another option and we've talked to City of Sparks before about their options up from the north down to the bullseye that is the end of USA Parkway and the intersection of I-80. That is another part of what we're doing in the community to try to make it easier to get out to where a lot of people are working right now.
- Pyramid Highway Project. This is underway and we appreciate everyone's patience with the traffic control that is necessary to create this future cross-section with widened extra lanes, bike lanes, multimodal and shared use path making it safer for everyone in that area and accommodating the growing community on the north side of Sparks.

Now a quick update on the following three projects.

- US 50 Highway Corridor. We've kept the Commission updated on NDOT's efforts to do a survey at Lake Tahoe. This particular survey was in relation to our exploration of the idea to actually reduce lanes up there from four to three in certain locations, in an effort to improve safety. We've put out a survey and we received a lot of great pertinent responses. We will put out a draft report in December and have a public review period. In January we'll finalize the report. The report will have recommendations, a few of those will be incorporated into the Preservation Project we intend to start in the spring and taking two years of construction.
- US 395 Southern Sierra corridor Study Public Meetings. Two public meetings were held in person and a virtual meeting, and we've had very good feedback and reception to those in person meetings. Information that goes into how we will plan on developing 395 through Douglas County. Website is www.ndotus395.com
- I-80 East of Sparks NEPA Public Meeting Follow-up. This is an ongoing topic for the whole community and this virtual meeting is ongoing. We already had the in-person public meeting. The online virtual meeting had about 2,000 views, which is really good and it also allows anyone to comment. Those comments go into our study. Website is www.I80eastNV.com

Vice Chair Hill, that is a lot of great information. I'm curious on the Verdi side, if any of the onramps will be updated or if it is just the bridges?

Darin Tedford, the bridges will be replaced, typically we're not widening the bridges because that would be a different impact and NEPA requirement. They are just aging bridges that need replaced, but at the same time, if the onramp needs milled and overlaid or something to that account, then we would most likely do that at the same time.

Vice Chair Hill, there is a safety issue with an onramp. I can get you specifics, but we can talk about it off line.

Then on Highway 50, are you thinking of adding additional turn lanes? Are you thinking that you'll narrow the driving lanes so people will slow down and feel physically more constrained?

Darin Tedford, the Pavement and Preservation project that we're putting out now and will advertise soon, will start in the spring. It will include wider striping to make the striping both more significant to the traveling public and give a feel for squeezing the lanes. So, there will be a squeeze and it's psychological, it's not a secret, it makes you feel like you don't have as much room which makes people slow down. The rumble strip will be put back in the center, so that cars don't make their way across the centerline without knowing it.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Vice Chair Hill, I wanted to give some shout outs to Director Thomas and the team. We received some communication from concerned judges on transportation for our inmates when they get out of our jail, because we have changed the route. The team has been amazing in response and I just really appreciate that and thank you for taking those concerns and our inmates who need to continue on with their lives. Also, thank you Director Thomas for working with Immunize Nevada, so they could potentially do their vaccinations on site. I appreciate that potential partnership.

I know the County is doing an accessibility overhaul on our website and technology services and my understanding is we are working with community members on that, as I asked for that. If there is a potential for us to make sure we're incorporating people who use accessibility services with technology as part of the changes to the website, that would be great.

Item 9 PUBLIC INPUT

Chair Lawson opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Amanda Nelson, Keolis Bus Driver, last Friday, the Veterans Day observed, I came in for overtime and drove a route I normally drive, Route 18. When we change service to go to Sunday level service or Saturday level service, it effects the community so much. Route 18 starts normally at 5:15am and there is almost standing room only. Those people don't have Veterans Day off, or Indigenous Day or Nevada Day off. So, a lot of them didn't get that first or second bus, they all pile into the 6:15am bus, which only runs every hour and it stops at 5:00pm on those reduced service days. That is tough for our riders and everyone had to figure out different ways to get home. For the smaller holidays, that not everyone gets off, we should continue to run the normal bus schedule because the passengers need that.

Carlos Elizondo commented on Virginia Line 1 going north. The drivers always ask if I'm going to the university, no matter who it is, everyone asks me and they don't ask in a nice way, they ask mean and loudly, and I wanted to bring this up. It seems like everyone on that Line is a hassle for the drivers. The bus shelters are always breaking and to be built better.

Item 10 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 11:25 a.m.

ED LAWSON, Chair
Regional Transportation Commission

****Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.**



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.2.1

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance/CFO

SUBJECT: Procurement Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Procurement Activity Report.

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

ATTACHMENT A

PROJECTS CURRENTLY ADVERTISED

<u>Invitations for Bids (IFB)</u>	
Project	Due Date
Traffic Signal Modifications TSM 23-01	December 2, 2023
Stanford Way Rehabilitation	December 13, 2023
Selmi Drive Rehabilitation	January 8, 2024
<u>Request for Proposals (RFP)</u>	
Project	Due Date
N/A	

REPORT ON INVITATION FOR BID (IFB) AWARDS

Per NRS 332, NRS 338 and RTC's Management Policy P-13 "Purchasing," the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.

Project	Contractor	Award Date	Contract Amount
South Meadows Traffic Enhancements	Sierra Nevada Construction	11/29/2023	\$3,625,007
Villanova Bus Barn Heater Replacement	RHP Mechanical Systems	12/4/2023	\$502,928

PROFESSIONAL SERVICES/CONSULTING AGREEMENTS

Per RTC's Management Policy P-13 Executive Director has authority to approve contracts greater than \$25,000 and less than (or equal to) \$100,000.

Project	Contractor	Contract Amount
N/A		

CHANGE ORDERS AND CONTRACT AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S RTC'S P-13 PURCHASING POLICY AUTHORITY

Project	Contractor	Approval Date	CO / Amend. Number	CO / Amend. Amount	Revised Total Contract Amount
Oddie/Wells Corridor	Granite Construction	11/7/2023	CO7	\$86,377	\$44,390,901



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.2.2

To: Regional Transportation Commission

From: Xuan Wang, PHD, PE, PTP, RSP2, Acting Planning Manager

SUBJECT: Planning Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Planning Activity Report.

BACKGROUND AND DISCUSSION

See Attachment A for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

PLANNING STUDIES

Virginia Street Transit Oriented Development (TOD) Planning Study	
Graham Dollarhide, Project Manager	https://www.rtcwashoe.com/mpo-corridor-plan/south-virginia-street-transit-oriented-development-tod-study/
<i>Status: Transit model runs complete; qualitative data being added to supplement results prior to finalizing transit analysis. Results to be discussed with key stakeholders prior to being shared with Project TAC; second set of public workshops and draft study recommendations to follow.</i>	

Active Transportation Plan	
Marquis Williams, Project Manager	https://www.rtcwashoe.com/mpo-reports/active-transportation-plan/
<i>Status: Continued refinement of planning and implementation strategies based on public input, two Stakeholder Working Group (SWG) meetings, and internal priorities. The next iteration to be shared at the third SWG meeting and through a second round of public outreach, starting early 2024.</i>	

Regional Freight Study	
Marquis Williams, Project Manager	N/A
<i>Status: First of four stakeholder workshops held on December 5 introducing members to the contents of the Study and gathering feedback/direction to consider for inclusion in the draft report.</i>	

RTC REGIONAL TRAVEL CHARACTERISTICS STUDY	
Xuan Wang, Project Manager	https://www.rtcwashoe.com/mpo-reports/survey2023/
<i>Status: Project team is working on survey design. Transit and visitor survey started.</i>	

RTC REGIONAL TRAVEL CHARACTERISTICS STUDY	
Xuan Wang, Project Manager	https://www.rtcwashoe.com/mpo-reports/model2023/
<i>Status: Project team is reviewing the existing model and making edits to the TAZ and network files.</i>	

RTC REGIONAL TRANSPORTATION PLAN UPDATE	
Xuan Wang, Project Manager	Coming soon
<i>Status: Developed draft schedule and started scenario planning discussion.</i>	

ONGOING PROGRAMS

Data Collection Program	
Xuan Wang, Project Manager	N/A
<i>Status: Field survey conducted to determine ideal data collection conditions at identified locations.</i> <ul style="list-style-type: none">• Summary reports received for initial collection sites.• PSA for 2024 and 2025 Multimodal Traffic Data Support approved.	

Bicycle and Pedestrian Planning	
RTC Planning and Engineering Staff	https://www.rtcwashoe.com/metropolitan-planning/
<i>Status: Ongoing collaboration with partner agencies on several initiatives to improve bicycle and pedestrian safety & facilities:</i> <ul style="list-style-type: none">• Developing Level of Traffic Stress (LTS) bicycle map (online and hard copy).• Coordinating with Engineering to develop design details on roadway network concepts and outreach activities.	

Vision Zero Truckee Meadows	
RTC Planning Staff	https://visionzerotruckeemeadows.com/
<i>Status: Meeting held November 13th and items discussed include pedestrian injury data from Renown, an Active Transportation Plan update, and potential future charrette with Vision Zero Task Force members.</i>	



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.2.3

To: Regional Transportation Commission

From: Dale Keller, Director of Engineering

SUBJECT: Engineering Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Engineering Activity Report.

BACKGROUND AND DISCUSSION

See Attachment A for Background and Discussion.

FISCAL IMPACT

Funding for this item is included in the approved FY 2024 budget.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Center Street Multimodal Improvements	
Maria Paz Fernandez, Project Manager	https://www.rtcwashoe.com/engineering-project/center-street-multimodal-improvements-project/
<i>Status: Thirty percent (30%) design plans are produced. The project is being evaluated as part of the Downtown Micro Mobility Network Phase 1.</i>	

CAPACITY/CONGESTION RELIEF PROJECTS

Buck Drive Circulation	
Maria Paz Fernandez, Project Manager	https://www.rtcwashoe.com/engineering-project/buck-drive-circulation/
<i>Status: Kimley Horn is the selected firm for the design and construction engineering services. Preliminary design started at the end of July. Ongoing coordination with City of Reno staff. 30% Design Plans expected by the first quarter of 2024. Construction is tentatively scheduled for spring 2025.</i>	

Geiger Grade Realignment	
Kim Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/geiger-grade-road-realignment/
<i>Status: Access and Circulation study is underway. RTC is in preliminary analysis stage of restarting the project. Evaluation of the procurement method for traffic, design, and environmental services is underway.</i>	

Kietzke Lane ITS	
Garrett Rodgers, Project Manager	https://www.rtcwashoe.com/engineering-project/kietzke-lane-its-project/
<i>Status: The consultant began design of the project in June 2023. The final design (100%) submittal is expected early next calendar year.</i>	

Military Road Capacity & Safety	
Kim Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/military-road-capacity-and-safety/
<i>Status: Alternatives for roadway and intersection configurations are being evaluated. Preliminary design is underway.</i>	

N McCarran Boulevard & Pyramid Hwy Fiber	
Alex Wolfson, Project Manager	https://www.rtcwashoe.com/engineering-project/mccarran-pyramid-fiber/
<i>Status: Construction is in progress and expected to be substantially complete by end of the year.</i>	

North Valleys North Virginia Street Capacity	
Garrett Rodgers, Project Manager	https://www.rtcwashoe.com/engineering-project/north-valleys-north-virginia-street-capacity/
<i>Status: This project is underway with early scoping and schedule items. A traffic analysis study and conceptual design is expected by the end of the year.</i>	
Pembroke Drive Capacity & Safety	
Maria Paz Fernandez, Project Manager	https://www.rtcwashoe.com/engineering-project/pembroke-drive-capacity-and-safety/
<i>Status: Nichols Consulting Engineers (NCE) was the selected design consultant and the team has started the preliminary design. Preliminary design alternatives are been updated to include evaluation of possible widening to two (2) lanes on each direction. This updated document will be presented to City of Reno staff prior moving forward with 30% Design Plans.</i>	
Pyramid Highway Intelligent Corridor	
Alex Wolfson, Project Manager	https://www.rtcwashoe.com/engineering-project/pyramid-highway-intelligent-corridor/
<i>Status: Testing of software is in progress. Fiber optics installation is expected to begin early 2024.</i>	
Pyramid Highway Operations Improvements	
Jessica Dover, Project Manager	https://www.rtcwashoe.com/engineering-project/pyramid-highway-operations-improvements/
<i>Status: Preliminary Engineering is underway; design alternatives anticipated Spring/Summer 2024.</i>	
Pyramid Way, Sparks Boulevard, Highland Ranch Interchange	
Amanda Callegari, Project Manager	https://www.rtcwashoe.com/engineering-project/pyramid-highway-us-395-connection-project/
<i>Status: Professional Services Agreement with consultant was approved at the September Board Meeting. Agreement is for the preliminary design and engineering services associated with the Pyramid Way/Sparks Blvd/Highland Ranch Interchange and Connector Improvements. NDOT LPA Agreement has been executed and currently awaiting a notice to proceed from NDOT.</i>	
South Meadows Traffic Enhancements	
Sara Going, Project Manager	https://www.rtcwashoe.com/engineering-project/south-meadows-traffic-enhancements/
<i>Status: The project bids were opened in November. The apparent low bidder was Sierra Nevada Construction (SNC). Construction is anticipated to begin early next year.</i>	

South Virginia Street & I-580 Exit 29 Capacity & Safety	
Maria Paz Fernandez, Project Manager	https://www.rtcwashoe.com/engineering-project/south-virginia-street-nb-lane-widening/
<i>Status: Ongoing coordination with NDOT and City of Reno. 100% percent design plans were submitted. Right-of-way process and Public/Stakeholder meetings are underway. Bid advertisement is expected at the beginning of February. Construction is tentatively scheduled to start in spring 2024.</i>	

Sparks Boulevard – North Phase	
Garrett Rodgers, Project Manager	SparksBLVDproject.com .
<i>Status: Project design will continue to advance with final design. Utility relocations are being evaluated to ensure project improvements are not in conflict. NEPA document (FONSI) was submitted to FHWA. The environmental approval is pending an Interlocal Cooperative Agreement between the RTC and City of Sparks. An ICA is anticipated to be presented at the January 2024 RTC Board Meeting.</i>	

Steamboat Parkway Improvement	
Garrett Rodgers, Project Manager	https://www.rtcwashoe.com/engineering-project/steamboat-pkwy-improvement/
<i>Status: The Project will bid in January 2024. Construction is anticipated to start in spring 2024.</i>	

Traffic Signal Installations 23-01	
Alex Wolfson, Project Manager	https://www.rtcwashoe.com/engineering-project/traffic-signal-installations-23-01/
<i>Status: Titan Electrical was given the Notice-to-Proceed. Construction will begin in 2024.</i>	

Traffic Signal Modifications 23-01	
Sara Going, Project Manager	https://www.rtcwashoe.com/engineering-project/traffic-signal-modifications-23-01/
<i>Status: The project bids opened on December 12th. Construction is anticipated to begin in 2024.</i>	

Traffic Signal Modifications 24-01	
Sara Going, Project Manager	https://www.rtcwashoe.com/engineering-project/traffic-signal-modifications-24-01/
<i>Status: The project team is currently completing engineering studies and finalizing improvement recommendations for each site prior to beginning design.</i>	

Traffic Signal Timing 7	
Alex Wolfson, Project Manager	https://www.rtcwashoe.com/engineering-project/traffic-signal-timing-7-project/
<i>Status: New timing plans were developed and implemented for Vista Blvd from Interstate 80 to Home Run Drive and East McCarran Blvd from Greg Street to Probasco Way.</i>	

Veterans Parkway ITS	
Alex Wolfson, Project Manager	https://www.rtcwashoe.com/engineering-project/veterans-parkway-its/
<i>Status: Preliminary project design is underway.</i>	

Veterans Roundabout Modifications	
Jessica Dover, Project Manager	https://www.rtcwashoe.com/engineering-project/veterans-roundabout-modifications/
<i>Status: Draft Technical Memorandum, Geotechnical Report and Roundabout Memo received November 2023. Geometric Design (30%) anticipated January 2024.</i>	

Vista Boulevard/Prater Way ITS	
Garrett Rodgers, Project Manager	https://www.rtcwashoe.com/engineering-project/vista-boulevard-prater-way-its/
<i>Status: Preliminary design is ongoing through fall 2023. 50% design submittal expected in December 2023.</i>	

CORRIDOR IMPROVEMENT PROJECTS

Arlington Avenue Bridges	
Bryan Byrne, Project Manager	https://www.rtcwashoe.com/engineering-project/arlinton-avenue-bridges-project/
<i>Status: The 90% design is under review. Coordination with utility companies and USACE, FHWA, and NDOT is on-going. A Section 408 permit for geotechnical borings was granted by Carson Truckee Water Conservancy District. A CMAR kickoff meeting was held in November.</i>	

Butch Cassidy Drive Extension	
Kim Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/butch-cassidy-drive-extension/
<i>Status: The project design kickoff is anticipated in January 2024.</i>	

Keystone Bridge Replacement	
Sara Going, Project Manager	https://www.rtcwashoe.com/engineering-project/keystone-avenue-bridge-replacement/
<i>Status: The proposed project alternatives were presented to the public at a December 7th Public Meeting. Public comments will be continued to be received online through early January 2024.</i>	

Lemmon Drive Traffic Improvements and Resiliency	
Bryan Byrne, Project Manager	https://www.rtcwashoe.com/engineering-project/lemmon-drive-segment-2/
<i>Status: Project team is advancing an updated 30% design that is expected to be completed in December, 2023. NEPA technical studies and surveys are underway and are expected to be completed January, 2024. The first public information meeting is being coordinated and is expected to be held early February, 2024.</i>	
Mill Street Capacity & Safety (Kietzke Lane to Terminal Way)	
Kimberly Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/mill-st-widening-kietzke-to-terminal/
<i>Status: Ninety percent (90%) design submittal was delivered in October. The right-of-way acquisition process has begun. Coordination with utility companies is on-going. Outreach with adjacent business owners continues. Construction anticipated to start early 2025.</i>	
Oddie/Wells Multimodal Improvements	
Maria Paz Fernandez, Project Manager	http://oddiewellsproject.com/
<i>Status:</i>	
<i>Phase 1 (Pyramid Way to Sullivan Lane in Sparks) was completed at the end of August.</i>	
<i>Pavement completed in Phase 2 (Sullivan Ln in Sparks to Silverada Blvd in Reno) and Phase 3 (Silverada Blvd to east of US 395 in Reno). NVE lights continue to be installed.</i>	
<i>Construction activities on Phase 4 are underway and will continue during winter.</i>	
<i>One lane on each direction is maintained along Oddie Boulevard/Wells Avenue.</i>	
<i>Overall construction, including the remaining phases, is anticipated to be completed by the third quarter of 2024.</i>	
Sierra Street Bridge Replacement	
Bryan Byrne, Project Manager	https://www.rtcwashoe.com/engineering-project/mill-st-widening-kietzke-to-terminal/
<i>Status: The project has developed conceptual alternatives that will be evaluated through the screening process. Level 1 screening is complete, and the Level 2 screening expected in December 2023. The project team held its first Aesthetics Stakeholder Working Group meeting. A public information meeting is anticipated to be held in early 2024.</i>	

Sky Vista Parkway Widening Rehabilitation	
Amanda Callegari, Project Manager	https://www.rtcwashoe.com/engineering-project/sky-vista-widening-rehabilitation-project/
<i>Status: Construction activities are ongoing. Landscaping, striping, and sign installation will continue into early December. This project is anticipated to be substantially complete in December 2023.</i>	

Sun Valley Boulevard Corridor Improvements – Phase 2	
Jessica Dover, Project Manager	https://www.rtcwashoe.com/engineering-project/sun-valley-boulevard-corridor-improvements-phase-2/
<i>Status: Design Kickoff meeting held November 2023; preliminary design tasks required to develop drainage alternatives underway.</i>	

West Fourth Street Downtown	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/west-fourth-street-downtown/
<i>Status: Wood Rodgers is working on the 30% design plans which will be submitted for review in December.</i>	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/west-fourth-street-safety/
<i>Status: Wood Rodgers is planning to submit 60% design plans for review in December. Work on NEPA and coordination with NDOT environmental continues. A reimbursement agreement with Union Pacific Railroad has been executed.</i>	

Truckee River Shared Use Path	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/truckee-river-shared-use-path-project/
<i>Status: The RTC is continuing to coordinate with the Reno Sparks Indian Colony (RSIC) for the necessary property in which the pathway will traverse. There has been no progress on this in recent months.</i>	

PAVEMENT PRESERVATION PROJECTS

1st Street Rehabilitation and Signal Replacement	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/1st-street-rehabilitation-and-signal-replacement/
<i>Status: Construction is anticipated to begin in Spring 2024.</i>	

2023 Bridge Maintenance-Second Street, Keystone Avenue, and Vine Street Bridges	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/2023-bridge-maintenance/
<i>Status: This project is substantially complete.</i>	
2023 Corrective Maintenance (Neil Road, Greg Street, and Moya Blvd.)	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/2023-corrective-maintenance/
<i>Status: This project is substantially complete.</i>	
2023 Preventive Maintenance Program	
Scott Gibson, Project Manager	https://www.rtcwashoe.com/engineering-project/2023-preventive-maintenance-program/
<i>Status: This project is substantially complete.</i>	
Arrowcreek/Wedge Rehabilitation	
Jessica Dover, Project Manager	https://www.rtcwashoe.com/engineering-project/arrowcreek-parkway-wedge-rehabilitation/
<i>Status: Project Kickoff meeting held November 2023. Utility coordination and preliminary design underway. Geotech field investigation and Survey field work anticipated December 2023/early 2024.</i>	
Las Brisas and Los Altos Resurfacing	
Jessica Dover, Project Manager	https://www.rtcwashoe.com/engineering-project/las-brisas-and-los-altos-resurfacing/
<i>Status: Mill and overlay complete on Los Altos PKWY. Contractor will be on site completing punch list items November/December 2023. Las Brisas mill and overlay (Robb Drive to Britannia Drive) approaching Final Acceptance. Slurry and associated remaining Contract Items at both locations to be completed Spring 2024.</i>	
N Virginia Street University Rehabilitation	
Bryan Byrne, Project Manager	https://www.rtcwashoe.com/engineering-project/north-virginia-street-university-rehabilitation/
<i>Status: RTC and stakeholders provided 90% review comments and are being implemented into the final design. Construction is scheduled for the summer of 2024 during UNR's summer break.</i>	
Raleigh Heights Rehabilitation	
Amanda Callegari, Project Manager	https://www.rtcwashoe.com/engineering-project/raleigh-heights-rehabilitation/
<i>Status: Final design and right-of-way process are ongoing. Construction is tentatively scheduled for March through August 2024.</i>	

Selmi Drive Rehabilitation	
Maria Paz Fernandez, Project Manager	https://www.rtcwashoe.com/engineering-project/selmi-drive-rehabilitation/
<i>Status: DOWL (formerly Farr West Engineering) completed the design and project was advertised the first week of December. Bid opening is expected to occur the second week of January. Construction is tentatively scheduled to start in the spring 2024.</i>	

Stanford Way Rehabilitation	
Kimberly Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/stanford-way-rehabilitation/
<i>Status: Construction bids opened on December 13th. Construction is anticipated for spring 2024.</i>	

OTHER PROJECTS

4th Street Station Expansion	
Ian Chamberlain, Project Manager	https://www.rtcwashoe.com/engineering-project/4th-street-station-expansion/
<i>Status: This project is on hold due to issues with property acquisition for proposed improvements.</i>	

Virginia Line BRT Improvements	
Kimberly Diegle, Project Manager	https://www.rtcwashoe.com/engineering-project/virginia-line-brt-improvements/
<i>Status: Thirty percent (30%) design is complete. Coordination with the City of Reno, FTA, and affected utility companies continues in advance of the 60% design submitted in August. NEPA re-evaluation of the original Virginia Street Bus RAPID Transit Extension project is underway, including Tribal consultation.</i>	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
South Meadows Traffic Enhancements	Integra-Boise Logistics Center Venture, LLC	\$23,290.00	\$0
South Meadows Traffic Enhancements	Roger William Norman	\$12,496.00	\$0
South Virginia Street & I580 Exit 29 Capacity & Safety	Poundstone Living Trust	\$1,000.00	\$0
Steamboat Widening	KIW Reno Venture, LLC	\$216,045.00	\$26,500

CONTRACTS UP TO \$100,000

Project	Vendor	Scope	Amount
N/A			



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.2.4

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Public Transportation and Operations Monthly Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Public Transportation and Operations Activity report.

BACKGROUND AND DISCUSSION

See Attachment A for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact relation to this item.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

BACKGROUND AND DISCUSSION

ATTACHMENT A

Highlights



RTC Commissioner Reno Mayor Schieve Sponsors Advertising Campaign – On Thursday, December 14, in advance of the holiday season, RTC Bus #537 was wrapped with an important message about drinking and driving. Revelers please drink responsibly and remember that it is better to “Arrive Alive...Don’t Drink and Drive.” RTC will be offering free New Year’s Eve bus rides on all transit related services.

RTC Commissioner Reese Sponsors Transit Employee Appreciation Event for Keolis and MTM contractor staff – On Tuesday, November 7, RTC held an employee appreciation event for its bus contracting



companies, Keolis and MTM. Coffee, tea, juice doughnuts and pastries were served from the Mad Hatter Doughnut and Bone Appetit Bar-b-Que Grill food trucks located at Villanova and Sutro for staff to enjoy.



RTC Commissioner Reese sponsored the event using his discretionary funds.

RTC RIDE Key Highlights – November

- 4 trainees released to Operations for revenue service
- 2 driver terminations
- 1 driver promoted to Road Supervisor
- 162 coach operators
- 11/3 Stuff a Bus, Kids Clothing event at Target
- Employee Engagement:
 - 11/7 Coffee with the Commissioner
 - 11/11 Recognized Keolis’ Veterans with a presentation on Yodeck
 - 11/21 *Giving Thanks* Pie Party for employees, Villanova and 4SS Breakroom
- CUTA Training: Class continues with the following employees complete on modules:
 - 159 complete on Module 1
 - 118 complete on Module 2

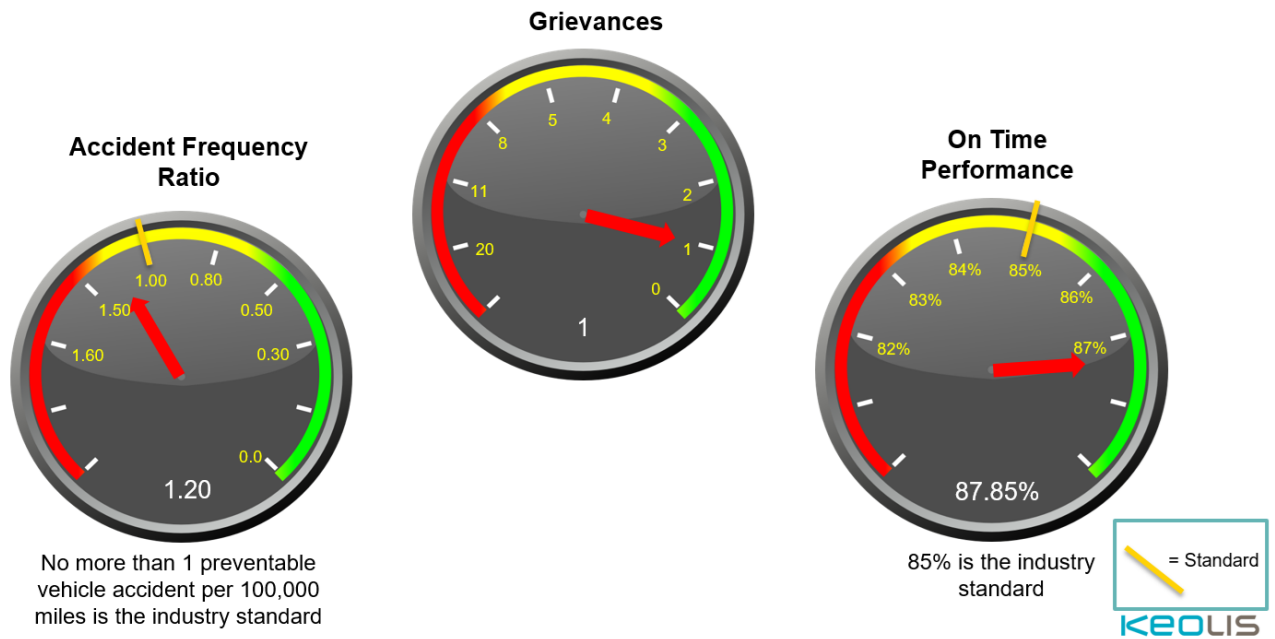


- 94 complete on Module 3
- 91 complete on Module 4
- 73 Employees have completed all 4 of the modules.
- 1 new grievance filed in November
- No new ULP's filed for November

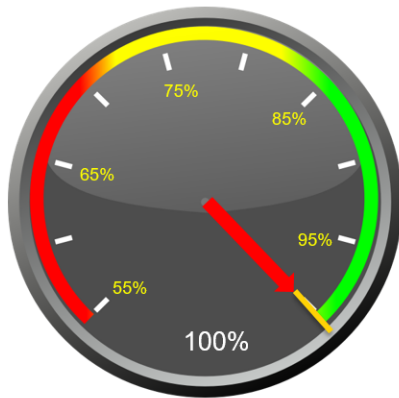
Keolis represented staffing headcount as of November 30, 2023:

Position	Total Employed	#Needed
Coach Operator Trainees	10	6+
Coach Operators	151 FT	16
Dispatchers	6	0
Road Supervisors	4	0
Mechanic A	6	0
Mechanic B	4	0
Mechanic C	4	0
EV Technician	1	0
Electronics Tech	2	0
Body Technician	1	0
Utility Worker	10	2
Facilities Technician	2	0

RTC RIDE Contract Compliance for October



Preventative Maintenance Inspections



100% is the industry standard

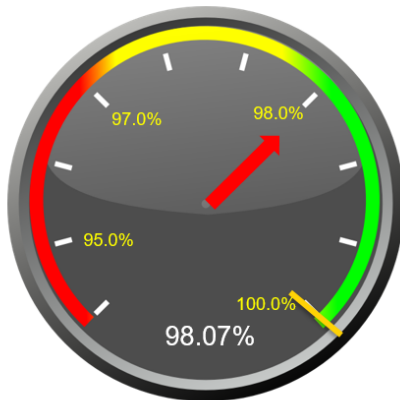
Miles Between Road Calls



15,000 miles is the industry standard



Completed Trips



Valid Complaints per 20,000 Passengers



No more than 1 valid complaint per 20,000 passengers is the industry standard



RTC ACCESS Key Highlights – November

Classes

November 14th - 5 drivers hired for class, 1 was a rehire who is now in service, remaining are in the cadet phase of training.

November 28th - 8 in class

Safety:

- **Accidents:**
 - 4
- **Incidents**
 - 3
- **Injuries:**
 - 0
- **YTD Preventable Accident Count: 13**
- **YTD Injury Count: 8**
- **November Safety Blitz**
 - Winter reminders, footwear check, fixed objects
- **November Safety Meeting**
 - Inclement weather driving



MTM represented staffing headcount as of November 30, 2023:

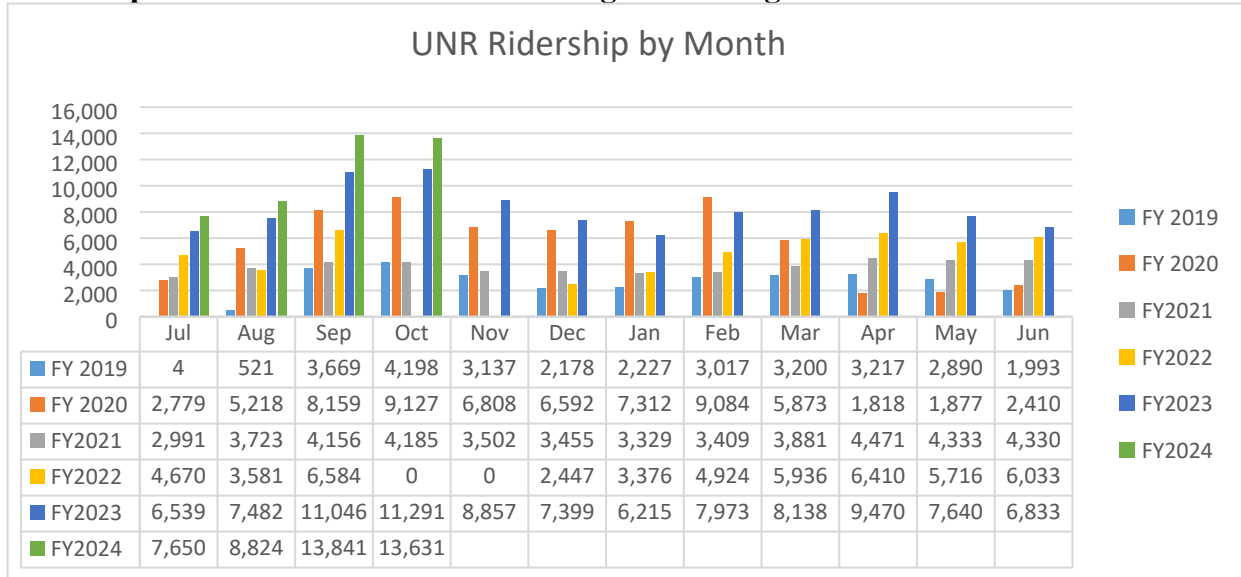
Position	Total Employed	#Needed
Drivers	54FT – 5PT	0
Dispatchers	4 FT	0
Reservationists	4.5 FTE's	0
Mechanic A	2 FT	1
Utility Worker	1	0
Maintenance Technician	0	1

TRANSIT DEMAND MANAGEMENT (TDM) Update

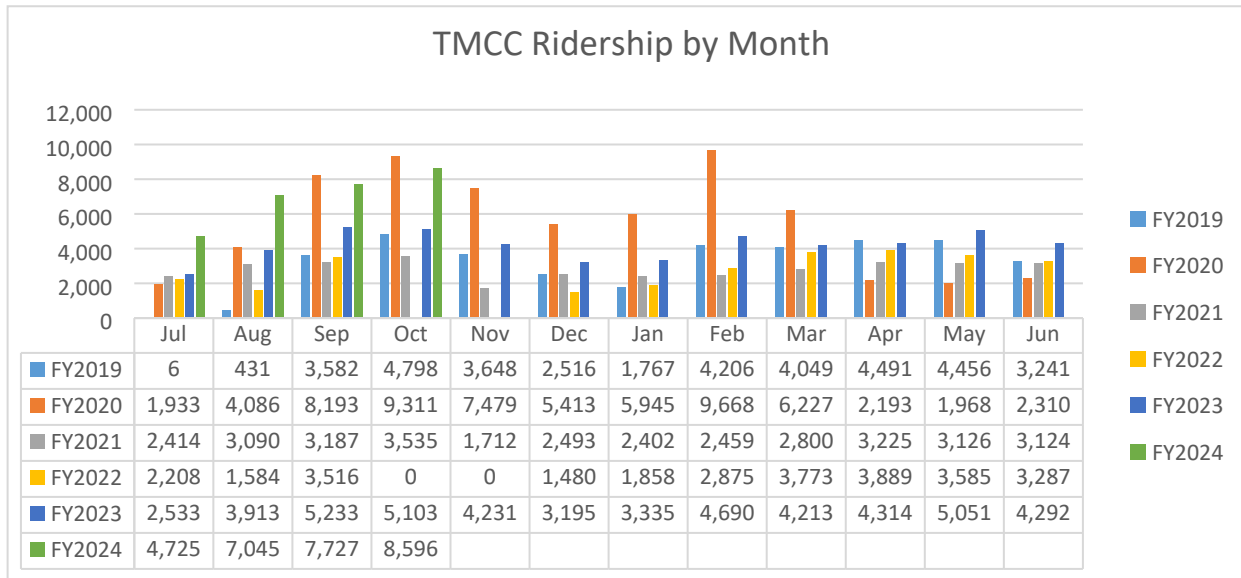
- Vanpools added two new starts to rise to 322. We continue to work with the Lake Tahoe area to start more vanpools. Both the Truckee North Tahoe TMA (Transportation Management Association) and South Shore TMA have received grants to give further subsidies to help the vanpools.
- Staff had a table at the UNR/UNLV football game on Saturday November 4th



Ridership numbers from the ED Pass Program through the month of October 2023:



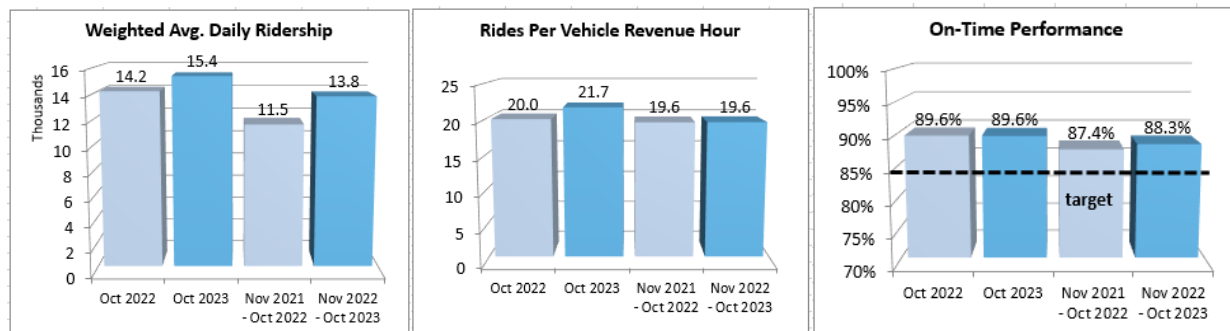
October had the 2nd highest ridership from UNR for a month.



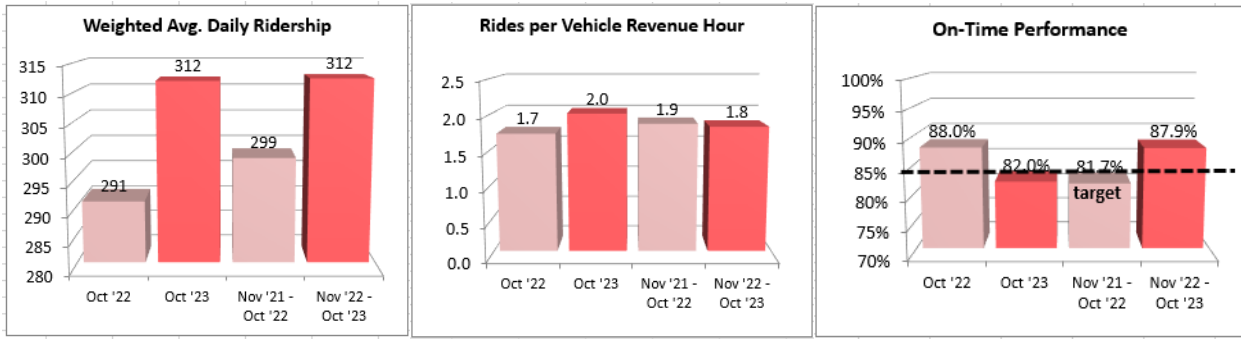
Ridership at UNR and TMCC set record highs for the month of October with TMCC having the 3rd highest in the program and the highest since the Pandemic.

OCTOBER 2023 TRANSIT PERFORMANCE

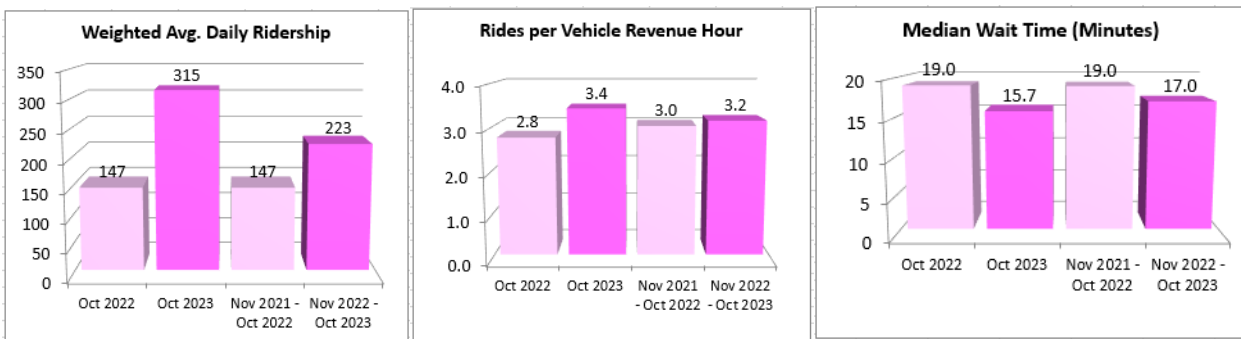
RTC RIDE



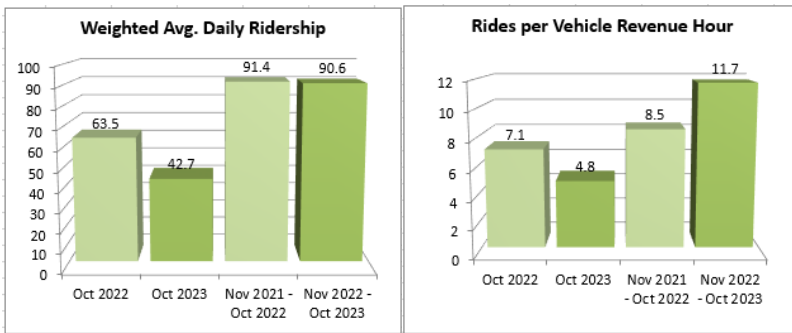
RTC ACCESS



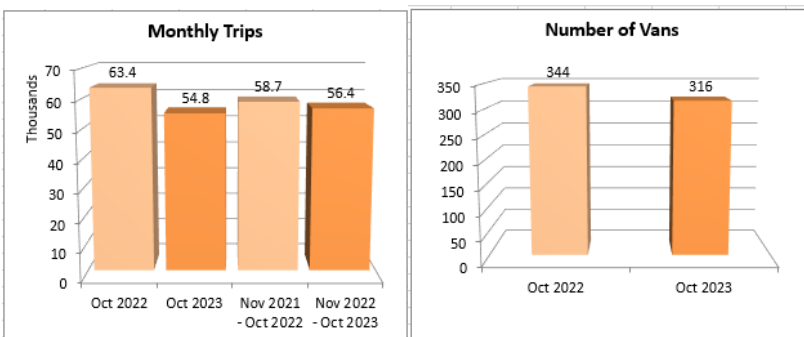
RTC FlexRIDE



TART



RTC VANPOOL





REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.2.5

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

SUBJECT: Community and Media Outreach Activities

RECOMMENDED ACTION

Acknowledge receipt of the monthly Outreach Activities Report.

BACKGROUND AND DISCUSSION

COMMUNITY AND MEDIA OUTREACH ACTIVITIES

Outreach Activities

Josh MacEachern, Project Manager

Status: RTC staff conducted the following outreach activities from November 1 – November 30

11/2/23 – Alex Wolfson Guest Lecture for UNR CEE 463 – Traffic Operations Class

11/7/23 – Contractor Employee Appreciation Event

11/11/23 – Oddie Wells Phase 2 Completion Community Event

Media Relations & Social Media

Josh MacEachern, Project Manager

Status: The RTC issued eight news releases:

11/2/23 – Vision Zero Truckee Meadows Safety Notice

11/3/23 – Lane Closures Along Pyramid Way

11/8/23 – RTC Free Rides on Veteran’s Day

11/8/23 – Oddie Wells Phase 2 Community Event

11/15/23 – Oddie Wells Phase 3 Median Work Begins

11/22/23 – Thanksgiving Transit Schedule Update

11/27/23 – El Rancho / Oddie Blvd. Closure

11/28/23 – Second Street Bridge Closure

RTC answered requests from KTVN 2 for “Your 2 Cents” and received coverage for Vision Zero Truckee Meadows, Lane Closures, Free Rides on Veteran’s Day, Oddie Wells Phase 2 Community Event, Oddie Wells Phase 3 Median Work, Thanksgiving Transit Schedule, El Rancho Oddie Boulevard Closure, and

Second Street Bridge Closure.

Social Media engagement and reach has increased across all platforms.

Informational Materials and Video Production

Paul Nelson, Project Manager

Status: Five topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included information about Veteran's Day Free Transit, Snow Routes, Keystone Avenue Bridge Replacement, and the Stuff A Bus Holiday Food Drive.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.3.1

To: Regional Transportation Commission

From: Garrett Rodgers, Project Manager

SUBJECT: Meadowood Mall Circle Rehabilitation Project PSA

RECOMMENDED ACTION

Approve a contract with J-U-B Engineers, Inc., to provide design services and optional engineering during construction for the Meadowood Mall Rehabilitation Project, in an amount not-to-exceed \$288,511.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with J-U-B Engineers, Inc., is for professional design services for the Meadowood Mall Rehabilitation Project in the amount of \$153,801 and optional engineering during construction services (EDC) in the amount of \$135,074. The project includes pavement rehabilitation of Meadowood Mall Circle, Meadowood Mall Way, and Neil Way, all within the Meadowood Mall area.

J-U-B Engineers, Inc. was selected from the Civil Engineering Design and Construction Management Services for the Streets & Highways Program Qualified List as a qualified firm to perform engineering, construction management, and quality assurance. Negotiation of J-U-B Engineers, Inc.'s scope, schedule, and budget indicated the amount for design services is within the appropriated budget. The anticipated project schedule is:

- Notice to Proceed: January 2024
 - Preliminary Design: April 2024
 - Final Design: September 2024
 - Begin Construction: Spring 2025
-

FISCAL IMPACT

Appropriations are included in FY 2024 Capital Budget.

PREVIOUS BOARD ACTION

6/17/2022 Approved the Qualified Consultant List for Engineering Design and Construction Management Services.

**AGREEMENT
FOR
PROFESSIONAL SERVICES**

This agreement (this “Agreement”) is dated and effective as of December 15, 2023, by and between the Regional Transportation Commission of Washoe County (“RTC”) and J-U-B Engineers, Inc. (“CONSULTANT”).

WITNESSETH:

WHEREAS, RTC has selected J-U-B Engineers, Inc. from the Civil Engineering Design and Construction Management shortlist to perform Design and optional Engineering During Construction Services in connection with the Meadowood Mall Rehabilitation Project. The limits of the Project are (1) Meadowood Mall Way between S. Virginia Street and Meadowood Mall Circle, (2) Meadowood Mall Circle between S. Virginia Street and Meadowood Mall Circle and (3) Neil Way between Neil Road and Meadowood Mall Circle.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

- 1.1. The term of this Agreement shall be from the date first written above through December 2025 unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.
- 1.2. CONSULTANT will perform the work using the project team identified in Exhibit A – Scope of Work. Any changes to the project team must be approved by RTC’s Project Manager.
- 1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.
- 1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consist of the tasks set forth in Exhibit A.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the

responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Total Design Services (Tasks 1 to 6)	\$147,605
Total Design Contingency (Task 7)	\$ 6,196
Total Construction Services (Optional) (Tasks 8-9)	\$130,262
<u>Total Construction Contingency (Task 10)</u>	<u>\$ 4,448</u>
Total Not-to-Exceed Amount	\$288,511

- 3.3. For any work authorized under Section 2.5, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.5, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.
- 3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

- 4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.
- 4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.
- 4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

- 5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.
- 5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

- 6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement,

shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

- 6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.
- 6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.
- 6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow

CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

- 8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.
- 8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

- 9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

- 10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.
- 10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

- 10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

- 12.1. RTC's Project Manager is Garrett Rodgers or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.
- 12.2. CONSULTANT' Project Manager is Garth Oksol or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

- 13.1. Notices required under this Agreement shall be given as follows:

RTC: Bill Thomas, AICP
Executive Director
Garrett Rodgers, P.E.
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: grodgers@rtcwashoe.com
(775)332-2139

CONSULTANT: Garth Oksol, P.E.
Project Manager
J-U-B Engineers, Inc.
5190 Neil Road, Suite 500
Reno, NV 89502
Email: goksol@jub.com
775-420-4550

ARTICLE 14 - DELAYS IN PERFORMANCE

- 14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

- A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.
- B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with

the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

J-U-B ENGINEERS, INC

By: _____
Lonnie Johnson, P.E., Asst. Area Manager

Exhibit A

Scope of Services

EXHIBIT A

SCOPE OF SERVICES

1. PROJECT MANAGEMENT

Prepare monthly progress reports, invoices, and billing.

Coordination with RTC project manager and staff will be ongoing throughout project. Project management and coordination meetings or conference calls will be held with the RTC and other parties as appropriate semi-monthly throughout the project.

Other interested parties will include the City of Reno, Simon Properties, and JC Penney, LLC.

Deliverables – Invoicing and progress reports.

2. PUBLIC AND AGENCY INVOLVEMENT

During preliminary design phase, informational project flyers will be distributed to property owners adjacent to the project work zone. Distributed information will include project limits, scope, tentative schedule, traffic controls and driveway access. Additionally, the informational flyers will direct concerns to the RTC Project Manager's email.

Consultant will provide thirty-six (36) flyers and six (6) mailers (in English and Spanish) in electronic format to RTC for distribution. Consultant will provide contact and address information for each property receiving a flyer.

The CONSULTANT will provide materials to RTC staff for presentation to the RTC Board and Reno City Council as required.

Deliverables – Meeting materials, power point presentations, thirty-six (36) flyers, six (6) mailers which will include project status information and photos.

3. INVESTIGATION OF EXISTING CONDITIONS

The CONSULTANT will obtain traffic data, including RTC bus route data, to update and verify the volumes needed for pavement design. Utilities within the project area will be located and assessed for possible conflict with the proposed project. Topographic mapping and Boundary will be determined to meet design needs.

3.1 Condition Survey

CONSULTANT will evaluate curb and gutter, sidewalk, driveway approaches based upon RTC and City of Reno criteria. The CONSULTANT shall also evaluate pedestrian facilities for compliance with current ADA standards.

CONSULTANT will identify feasible pavement rehabilitation and/or reconstruction alternatives for the project. Among the alternatives that will be considered are:

- AC overlay (only)
- Full-depth patching (plus AC overlay)
- Mill and fill (plus AC overlay)
- Roadbed modification (reconstruction)
- AC paving (reconstruction)

Upon completion of the geotechnical investigation, CONSULTANT will meet with RTC to present feasible rehabilitation alternatives. CONSULTANT will then apply the design procedures contained in the latest (1993) AASHTO Guide for Design of Pavement Structures to generate the design layer thickness associated with each pavement alternative.

Deliverables – CONSULTANT will prepare a separate pavement design utilizing the RTC’s Structural Design Guide for Flexible Pavement (Feb. 2021). This separate pavement design will be for comparative purposes only at this time.

3.2 Geotechnical Investigation

CONSULTANT will prepare a traffic control plan and an encroachment permit application will be submitted to the City of Reno for approval.

Field exploration will consist of excavating nine (9) borings with a six-inch to twelve-inch diameter auger to depths of up to five feet below the existing ground surface. The bore holes will be backfilled immediately after exploration. Backfill will be loosely placed and capped with concrete or Aquaphalt 6.0.

CONSULTANT’s final soil testing program will be developed around the soils encountered during investigation. Anticipated laboratory testing includes: soil moisture (ASTM D2216), gradation (ASTM D6913), plasticity (ASTM D4318), and resistance value (ASTM D2844).

CONSULTANT will perform asphalt concrete thickness cores to verify pavement thickness. Pavement thicknesses will be reported within the geotechnical report. No additional testing of pavement or material below pavement is anticipated.

Upon completion of field, laboratory and office studies, a geotechnical investigation report will be completed and submitted for review. Note that Pavement design will

need to consider RTC Bus Route loading/data for Meadowood Mall Circle buses traveling both directions on this road.

Deliverables – Geotechnical Investigation Report and Pavement Design Report.

3.3 Utility Investigation/Depiction

CONSULTANT will investigate and locate subsurface utilities within the roadway R/W, and areas reasonably effected, in accordance with the American Society of Civil Engineers Standard guideline for the Collection and Depiction of Existing Subsurface Utility Data, Quality Level C. Additionally, CONSULTANT will coordinate with Utility Owners to remove lids of surface features and document depth of utility device, or invert of pipe, within such surface features.

Utility Coordination: Based on field investigation, CONSULTANT will provide RTC a list of utility companies whose utilities are likely to be within the project limits or reasonably affected by the project. RTC will issue the initial notification to the utility agencies on the list and CONSULTANT will coordinate with the utility agencies for upcoming work, facility relocation and new installation, and to insure utilities likely affected by the project are drawn on the plan and profile, evaluate potential conflicts through field investigation, investigate conflict resolution strategies.

Deliverables will include: Depiction of subsurface utilities on plan sheets developed under Section 4. An inventory of subsurface utility surface features by Owner, type, location, and depth of feature or pipe invert.

3.4 Utility Potholing (This task will only be used at the direction of the RTC project manager)

CONSULTANT will hire a potholing contractor to investigate and locate specific subsurface utilities within the roadway R/W, and areas reasonably effected by the project that are deemed to have potential conflicts with construction. This is estimated at a single day of potholing for the project limits.

Deliverables: Depiction of subsurface utilities on plan sheets developed under Section 4.

3.5 Topographic Survey

CONSULTANT will perform a field survey for the reconstruction areas. One (1) Foot Contour intervals will be provided at a scale of 1"=20' with a width at least 20 feet behind the curbs along the length of the project to provide for consideration of improvements and grade continuity behind the curb. The major intersections will be included in the topographic survey.

All key existing features of the project site will be located and shown on the plan.

These features shall include but not be limited to: buildings, roadways, hardscape features, and all utility features and structures. Topographic data shall include but not be limited to: curb and gutter, sidewalk, driveway aprons, valley gutters, pedestrian ramps, survey roadway monuments, landscape walls, fences, retaining walls, trees and connectivity of all surface and sub-surface utilities. Any street monuments that will be disturbed during construction will be tied so that they can be replaced after construction activities have been completed.

Manholes and valves will show top-of-nut or invert elevations for features that are accessible without traffic control.

Deliverables – Topographic survey in CAD format

3.6 Right of Way Mapping

CONSULTANT will obtain record R/W based upon Washoe County GIS information. The record Right-of-Way information will be shown on the project plans. No further resolution of the roadway right of way is included within this task.

Deliverables – Record Right of Way Mapping on plan sheets developed under Section 4.

3.7 Right of Way Engineering Services

It is estimated approximately eight (8) parcels will require permanent and/or temporary easements and/or potentially partial fee takes to construct the planned improvements. CONSULTANT will perform boundary surveying including preparation of full Metes and Bounds descriptions of eight (8) individual parcels. This will include Property record research, drafting of property boundaries from record descriptions, calculation of search coordinates for field boundary survey, field boundary survey on each affected parcel, post processing and reduction of field data, boundary resolution based upon field findings, preparation of legal descriptions and Exhibit maps of individual affected parcels. A grant, bargain, sale deed or easement document will be prepared for each subject parcel and will be sent to the RTC for review. All comments will be addressed prior to recordation.

Right of Way Appraisal, Property Owner Negotiations, Escrow Coordination and Title Clearance is not included within this task.

Deliverables – Oriented Record Boundary for eight (8) parcels along with exhibit maps and legal descriptions for easements on each parcel

4. PRELIMINARY DESIGN

4.1 Preliminary Roadway Design (50% and 90% Design)

Plans, specifications, and opinion of probable cost estimate. Prepare preliminary plans, specifications and a preliminary cost estimate suitable for RTC and Local Government Review. Construction plans shall cover an area sufficient for contractor's later use as a base for traffic control plans, e.g., coverage should include traffic control taper areas across intersections. Curb, gutter and sidewalk that are deficient according to both RTC and local entity standards shall be identified. Drainage analysis sufficient to analyze existing conditions and upgrade drop inlets to current standards.

Preliminary Plans to include the following sheet set:

Title Sheet, General Notes, Legend, Abbreviations

Horizontal Control Plan and Sheet Index

Preliminary Typical Sections

Preliminary Improvement Plan Sheets (Removal and Improvements), including ROW necessary for project (as necessary)

Preliminary Roadway Profiles (if applicable)

Preliminary Storm Drain Improvements (if applicable)

Preliminary Striping and Signage

Preliminary Civil Details

Preliminary Traffic Signal Modifications Plan, Notes, and Details (if applicable)

Preliminary Utility Plans (if applicable)

Preliminary Specifications and IFB Solicitation Documents (included at 90%)

CONSULTANT will prepare for and attend one meeting with RTC and City of Reno staff to discuss preliminary design layout.

Deliverables –

Preliminary Plans (50%)

Preliminary Specifications and Solicitation Documents (90%).

Design Memo addressed to RTC PM summarizing the assumptions and technical details the CONSULTANT incorporated into their work product at submittal stage. Provide summary of considerations related to design and/or construction relevant to review of submittal. Also identify known design deviations that may be required where certain standards may not be met. (at each milestone).

Comment Response Matrix from previous submittal. (50% and 90%).

Provide update to the to design schedule.

Estimated working day count (90%).

Engineers Estimate of Construction Cost (50% and 90%).

5. FINAL DESIGN

5.1 Prepare Final Plans and Specifications (100%)

Prepare Final Construction Plans, Contract Documents and Technical Specifications suitable for construction bid advertisement for the approved alignment in accordance with RTC standards and requirements. RTC will provide the boilerplate in MS Word format. The RTC, Local Entity and Quality Control review comments will be incorporated into the final Plans and Specifications.

The final construction plans will be provided via PDF format on 22" x 34" size sheets and will show all elements of the project construction, including plan/profile view, R/W lines, cross- sections and construction/slope limits. The final plan set is anticipated to include approximately twenty (20) sheets and will include approximately the following sheets:

Final Plans to include the following sheet set:

Title Sheet, General Notes, Legend, Abbreviations

Horizontal Control Plan and Sheet Index

Final Typical Sections

Final Improvement Plan Sheets (Removal and Improvements), including ROW necessary for project (as necessary)

Final Roadway Profiles (if applicable)

Final Storm Drain Improvements (if applicable)

Final Striping and Signage

Final Civil Details

Final Traffic Signal Modifications Plan, Notes, and Details (if applicable)

Final Utility Plans (if applicable)

Final Design Discipline Plan Sheets (Geotechnical, Landscape, Structural, Architectural, etc.)

Final Specifications and IFB Solicitation Documents

Depths of existing sanitary sewer and storm drain utilities will be checked and noted on the plans if there is any reason to expect conflict due to vertical clearances. All located, existing underground utilities will be shown on the Plan Sheets accompanied with the following "Note: Subsurface utilities are depicted by their Quality Levels in accordance American Society of Civil Engineers Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data (CI/ASCE 38-02). All utility information shown hereon is depicted to Quality Level "C", unless otherwise noted."

The Contract Documents and Technical Specifications will reference the 2012 version 8 edition of Standard Specifications for Public Works Construction (Orange Book) for standard construction items. Technical provisions will be prepared for approved deviations from the Orange Book and unique construction items not adequately covered in the Orange Book.

An independent checker will check, initial and date each plan sheet. A quality control review of the plans, contract documents and technical specifications will be performed which will focus on technical aspects of the plans and specifications and will ensure that all items of work are adequately covered.

The final plans and specifications will be signed and sealed by a Nevada Registered Professional Civil Engineer in responsible charge of preparation. Plans and specifications will be submitted to the RTC, City of Reno, utility agencies and other affected parties for final review in PDF format.

Deliverables:

- Final Plans
- Final Specifications and Solicitation Documents
- Design Memo addressed to RTC PM summarizing the assumptions and technical details the CONSULTANT incorporated into their work product at submittal stage. Provide summary of considerations related to design and/or construction relevant to review of submittal. Also identify known design deviations that may be required where certain standards may not be met. (at each milestone)
- Comment Response Matrix from previous submittal.
- Provide update to the to design schedule.
- Estimate of construction working day/duration
- Engineers Estimate of Construction Cost.

6. BIDDING SERVICES

Prior to Bid: CONSULTANT will provide RTC with Solicitation Package that include Final Plans and specifications after RTC review and approval of deliverables from Section 5.

Pre-bid Meeting: CONSULTANT will be available during the bidding process to answer technical questions and will hold the pre-bid meeting. All questions and responses will be documented and provided to RTC. CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. CONSULTANT will prepare and provide a PDF summary of the pre-bid meeting, as directed by the RTC.

Bid Opening: CONSULTANT will attend the bid opening and review the bids received for irregularities and provide a recommendation for award. CONSULTANT will tabulate bid results into a MS Excel spreadsheet and check multiplication and addition of bid items.

Post Bid Opening: CONSULTANT will prepare Confirmed Plans and Specification following the bid that incorporate plans, specifications, successful bid, contract, and any addenda.

Deliverables – Solicitation package, Attendance at Pre-Bid meeting and Bid Opening, bid review, Confirmed Plans and Specifications.

7. DESIGN CONTINGENCY

This is a design contingency for miscellaneous increases within the scope of this contract. CONSULTANT shall provide a letter detailing the need, scope, and not- to exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's written approval.

8. OPTIONAL CONSTRUCTION SERVICES (SOLE OPTION AND DISCRETION OF RTC)

The RTC and CONSULTANT shall review Optional Construction Services following the completion of final design.

8.1 Contract Administration

Provide contract administration services as follows:

- Attend the preconstruction conference
- Attend weekly construction meetings
- Perform construction coordination
- Review and provide recommendation on contractor's traffic control plans
- Review and stamp contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs.
- Review and provide recommendations on test results
- Review and provide recommendations on contractor's construction schedule and work progress
- Review construction for acceptance and/or mitigation
- Provide verification and approval of contractor's monthly pay request
- Supervise the inspection, surveying and material testing activities
- Provide recommendations to the RTC for any necessary construction changes due to field conditions
- Assist in change order review and approval
- Prepare punch list

8.2 Construction Surveying

Provide construction staking as follows:

- One set of preliminary grading stakes at 50' stations denoting offsets and cut or fill to finish grade. This set of stakes will also delineate clearing and grubbing limits.
- One set of red tops at 50 feet centers for subgrade preparation.
- One set of final curb and gutter stakes at 50-foot stations and 25-foot stations at returns.
- One set of offset stakes for storm drains, head walls, traffic signals, and utility pull boxes and vaults.
- Roadway monuments, referenced in four directions.

8.3 Inspection

Provide Inspector. Provide one full time inspector during all construction activities. 10-hour work days and a 40 working day contract period are anticipated. This inspector will:

- Attend the preconstruction conference
- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public and others
- Prepare daily inspection reports, submitted weekly to RTC and CC'd to the appropriate government jurisdiction(s).
- Provide quantity reports and assist in contractor's monthly progress payments
- Provide verification of the distribution of public relation notices required to be delivered by the contractor
- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor record drawing mark-ups
- Consultant shall provide an additional inspector during paving operations to monitor plantmix bituminous pavement placement.
-

8.4 Material Testing

1. Provide material testing for compliance with the specifications per the 2012 version 8 edition of the Standard Specifications for Public Works (Orange Book) testing requirements. Materials to be tested will include plantmix bituminous pavement, aggregate base, native subgrade material, structural fill material and Portland Cement concrete. Test reports, accompanied with Consultant's recommendation regarding

acceptance/mitigation of materials, shall be submitted promptly to the RTC and CC'd to appropriate governmental jurisdictions.

Provide AC Plant Inspection and Testing. Provide plantmix bituminous plant inspection and laboratory aggregate testing. Six (6) hours (for each paving day) for plant visits and sampling are anticipated. Laboratory tests will consist of sieve analysis, percent of wear, fractured faces and plasticity index.

2. Provide Asphalt Cement Testing. Sampling and testing of asphalt cement binder material shall be in accordance with Section 1.01A ASPHALT CEMENT of the RTC's Special Technical Specifications. For each paving day, the CONSULTANT's designated representative shall coordinate with and receive asphalt cement binder samples from the designated plant representative. The CONSULTANT'S designated representative shall be present during all sampling operations. Each sample will be properly labeled and signed off by both representatives. A sample shall be taken during the production of each "lot" (500 ton) of plantmix bituminous pavement using a container no larger than a quart size. CONSULTANT to submit all asphalt cement binder samples to the Nevada Department of Transportation (NDOT), Material Laboratory, for testing. All samples should accompany with a NDOT form titled "Transmittal for Asphalt Samples" to be provided by the RTC.
3. Provide on-site nuclear gauge testing and sampling during the placement of aggregate base and fill materials, sampling for plantmix bituminous pavement placement, and on-site PCC testing and sampling. Eighty (80) hours of field testing are anticipated and laboratory tests will include moisture density curves, Atterberg limits and sieve analysis. Test frequency shall comply with the latest edition of the Orange Book.
4. Provide Plantmix Bituminous Pavement Testing. Provide plantmix bituminous pavement tests per each "lot" (500 ton) placed. Laboratory test shall include extraction, aggregate gradation, specific gravity, flow & stability and Marshall Unit Weight. Reports will also include voids in total mix and voids filled.
5. Provide Plantmix Bituminous Pavement coring and lab testing. Lab test shall include core unit weight. Test reports will include percent compaction.
6. Provide top lift longitudinal joint testing and coring. Nuclear density testing will be performed on each side of all longitudinal joints at 200-foot intervals per every 1,000-foot segment. A core will be taken in every 1,000-foot segment near the point of one of the density tests on the side of the joint with the lowest mean joint density. The cores will be tested for specific gravity (air voids and compaction). The test report will include a Paving Plan and a Data/Calculation Sheet.

9. RECORD INFORMATION (SOLE OPTION AND DISCRETION OF RTC)

Provide record drawings for the completed project in PDF format. Two sets of electronic drawings, in a single file PDF format (22" x 34" at 300 dpi), on diskette

will be provided to RTC for its files and distribution to the Local Entity. The PDF file shall include all plan sheets in one file with index/bookmark for easy access to different sheets or sections of the plan set.

The final record drawings must be identified, dated, and signed as the record drawings and must also contain the engineer of record's stamp and signature. The Consultant may either:

- Provide the final revisions on the original engineer-stamped/signed reproducible drawings, which will then also be identified as record drawings, or
- Provide new engineer-stamped/signed reproducible drawings identified as the record drawings.

The record drawings shall include a scan of the original title sheet (including the appropriate signatures by RTC, local government, signed and stamped by the Consultant) and identified as record drawings.

10. CONSTRUCTION CONTINGENCY

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Tasks 8 and 9. If Consultant determines that it is necessary to perform work to be paid out of contingency, Consultant shall provide a letter detailing the need, scope and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

Task ID	Name	Duration	Start	Finish	Predecessors	Resource Names
1	RTC Board Approval	1 day	12/15/23 8:00 AM	12/15/23 5:00 PM		
2	Notice to Proceed	1 day	12/18/23 8:00 AM	12/18/23 5:00 PM	1	
3	Survey and Mapping	20 days	12/19/23 8:00 AM	1/15/24 5:00 PM	2	
4	Geotechnical Investigation	20 days	12/19/23 8:00 AM	1/15/24 5:00 PM	2	
5	50% Design	60 days	1/16/24 8:00 AM	4/8/24 5:00 PM	3	
6	50% Design Review	15 days	4/9/24 8:00 AM	4/29/24 5:00 PM	5	
7	90% Design	30 days	4/30/24 8:00 AM	6/10/24 5:00 PM	6	
8	90% Design Review	15 days	6/11/24 8:00 AM	7/1/24 5:00 PM	7	
9	Final Design	10 days	7/2/24 8:00 AM	7/15/24 5:00 PM	8	
10	Final Design Submittal	5 days	7/16/24 8:00 AM	7/22/24 5:00 PM	9	
11	Advertise	20 days	1/14/25 9:00 AM	2/11/25 9:00 AM	10	
12	Open Bids	1 day	2/10/25 9:00 AM	2/11/25 9:00 AM	11FF	
13	Notice to Proceed Construction	1 day	5/2/25 9:00 AM	5/5/25 9:00 AM	12FS+20 days	
14	Construction	40 days	5/5/25 9:00 AM	6/30/25 9:00 AM	13	

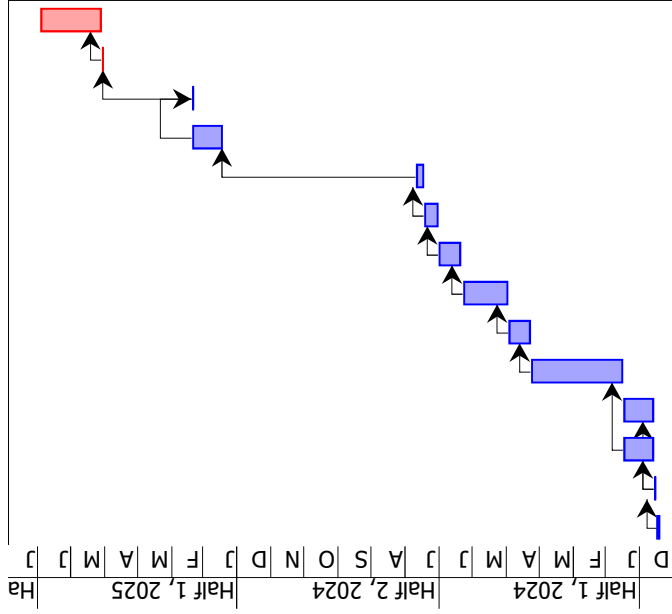


Exhibit B

Compensation

EXHIBIT B
Regional Transportation Commission of Washoe County
Meadowood Mall Rehabilitation Project
Engineering Fee Estimate

Tasks	Principal Rate (\$/hr)	Senior Project Engineer (PM)	Project Manager	Project Engineer	Project Designer	PLS- Senior	Survey Techician Senior	Survey Technician Lead	Project Financial Accountant	Total Labor		Expenses	Pothole Contractor	CME	Total
		\$229	\$240	\$205	\$158	\$137	\$207	\$147	\$123	\$105	Hours	(\$)	(\$)	(\$)	(\$)
1.0 Project Management		42							11	53	\$ 11,235				\$ 11,235
2.0 Public Agency Involvement		9		9	14					32	\$ 5,500				\$ 5,500
3.0 Investigation of Existing Conditions															
3.1 Condition Survey		3		6	3					12	\$ 2,079				\$ 2,079
3.2 Geotechnical Investigation		4		8						12	\$ 2,224			\$ 31,307.30	\$ 33,531
3.3 Utility Investigation/Depiction								16		16	\$ 1,968				\$ 1,968
3.4 Utility Potholing (Optional)										0	\$ -		\$ 5,000		\$ 5,000
3.5 Topographic Survey						20	48	72		140	\$ 20,052				\$ 20,052
3.6 Right-of-Way Mapping						8	6			14	\$ 2,538				\$ 2,538
3.7 Right-of-Way Engineering Services						8	6			14	\$ 2,538				\$ 2,538
4.0 Preliminary Design															
4.1 Preliminary Roadway Design (50% & 90%)		36	16	80	180					312	\$ 49,220				\$ 49,220
5.0 Final Design															
5.1 Prepare Final Plans & Specifications (100%)	4	8		20	40					72	\$ 11,476				\$ 11,476
6.0 Bidding Services		8			4					12	\$ 2,468				\$ 2,468
7.0 Design Contingency		8	4	8	16					36	\$ 6,196				\$ 6,196
Design Subtotal	4	118	20	131	257	36	60	88	11	725	\$ 117,494.00	\$ -	\$ 5,000.00	\$ 31,307.30	\$ 153,801.30
8.0 Construction Services (Optional)															
8.1 Contract Administration	8	24	12	16					10	70	\$ 13,630			\$ 5,060	\$ 18,690
8.2 Construction Surveying		4				4	8	40		56	\$ 7,884				\$ 7,884
8.3 Inspection										0	\$ -		\$ 74,000		\$ 74,000
8.4 Material Testing										0	\$ -		\$ 26,200		\$ 26,200
9.0 Record Information (Optional)		4		16						20	\$ 3,488				\$ 3,488
10.0 Construction Contingency		8		16						24	\$ 4,448				\$ 4,448
Construction Subtotal	8	40	12	48	0	4	8	40	10	170	\$ 29,450.00	\$ -	\$ -	\$ 105,260.00	\$ 134,710.00
TOTAL	12	158	32	179	257	40	68	128	21	895	\$ 146,944.00	\$ -	\$ 5,000.00	\$ 136,567.30	\$ 288,511.30

Project Team	
Name	Title
Garth Oksol, P.E.	Senior Project Manager
Lonnie Johnson, P.E.	Principal
Jeff Weagel, P.E.	Project Manager
Pete Sebaaly, E.I.T.	Project Designer
Drew Myers	CAD Designer
Amber Myers	Professional Financial Accountant
Jon Loder, P.L.S.	PLS Senior
Kim Kelly	Survey Technician – Senior
Chad Vaughter	Survey Technician – Lead
CME, Inc.	Geotechnical, Testing, Inspection



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

Exhibit B
J-U-B Engineers
Fee Schedule 2023

Labor Category	Hourly Rate
Principal / Program Manager	\$229-\$270
Project Engineer – Senior/Lead	\$201-\$240
Project Manager	\$184-\$205
Project Engineer	\$176-\$240
Project Designer	\$137-\$158
CAD Designer	\$107-\$160
Environmental Specialist Lead/Senior	\$141-\$217
Environmental Scientist	\$98-\$141
Survey PLS – Senior/Discipline Lead	\$207-\$220
Survey PLS - Lead	\$162-\$180
Survey Technician – Lead/Senior	\$123-\$147
Project Designer	\$137-\$158
Assistant Designer/Intern	\$87-\$110
Survey Technician	\$92-\$110
Project Financial Accountant	\$89-\$117
Administrative Assistant	\$59-\$83

- 1) Rates subject to change on a yearly basis.
- 2) GPS, mileage, per diem, and other direct costs will be specified in Project Scopes of Work and budgets. No direct costs will be charged without Client approval.
- 3) A 10 percent markup will be applied to Subconsultant fees.

November 3, 2023

Mr. Garth Oksol, PE
J-U-B Engineers
5190 Neil Road, Suite 500
Reno, NV 89502

**RE: Geotechnical and Pavement Structural Section Investigation Proposal
RTC Meadowood Mall Rehabilitation Project
Meadowood Mall Circle, Meadowood Mall Way, Neil Way
Reno, Washoe County, Nevada**

Dear Mr. Oksol:

Construction Materials Engineers, Inc. (CME) is pleased to submit the following cost proposal to provide a Geotechnical and Pavement Structural Section Investigation for the RTC Meadowood Mall Rehabilitation Project, located on Meadowood Mall Circle, Meadowood Mall Way, and Neil Way in Reno, Washoe County, Nevada. This proposal includes our understanding of the project, the scope of services we can provide, and an estimate of our fees.

1.0 PROJECT DESCRIPTION

We understand the proposed project consists of rehabilitation of three (3) roadway entrances to the Meadowood Mall: Meadowood Mall Circle, Meadowood Mall Way, and Neil Way. We understand that the preferred roadway rehabilitation methods will be dependent on existing pavement conditions and may include full depth asphalt patching, full depth reconstruction, roadbed modification, and mill and fill. The project will also include replacement or improvement of sidewalks, driveways, curb, gutter, and ADA accommodations. The proposed improvements will be completed within the City of Reno right-of-way.

Figure 1 presents the proposed project location and exploration locations.



Figure 1: Proposed Project Location and Exploration Locations

2.0 SCOPE OF SERVICES

Our proposed scope of services includes:

- Literature review.
- Subsurface exploration utilizing vertical test borings and asphalt cores.
- Laboratory testing to assess the index properties of the underlying subgrade.
- Engineering analyses to allow formulation of recommendations for design and construction of this project.

2.1 LITERATURE REVIEW

Prior to initiating the field exploration, our engineer will review published geologic maps, fault hazard reports, and soils maps to identify the presence of documented geologic hazards at the site.

We performed an initial review of our internal geotechnical library and noted a number of geotechnical investigations near the subject roads (as shown below).



Based on existing information we reviewed, we are anticipating predominantly granular soil consisting of clayey sand and silts with interbedded sandy lean clay and silty clayey sand.

2.2 FIELD EXPLORATION

Due to the anticipated traffic volume along these roadways, we assume work will be permitted to be conducted during Monday to Friday 7:00am to 5:00pm.

2.2.1 PERMITTING, TRAFFIC CONTROL, WORK HOURS, AND USA NORTH

CME will obtain the City of Reno encroachment permit and we assume permit fees will be waived¹. A traffic control plan and set up will be subcontracted through Silver State Barricade & Sign. CME assumes any environmental related permits, NDOT permits, or private rights of entry will be obtained by J-U-B Engineers.

Traffic control is anticipated to include lane shifts (no flaggers) using traffic cones and signs for exploratory borings and asphalt cores. Flaggers and message boards are not anticipated to be required prior to or during field exploration. We have budgeted 1.5-days to complete the field work.

Prior to initiating the subsurface exploration, CME will contact USA dig to determine the location of existing utilities. CME will take standard precautions to lower the risk of damaging underground structures; however, underground exploration is inherently risky as it is not possible to precisely locate all underground structures. Our fee is not adequate to compensate for damage or disruption of service and repair costs. If insufficient or incorrect data results in damage to underground structures, the cost for repair will be the responsibility of the client.

For the purposes of drilling and traffic control subcontractors, we assumed this is a non-prevailing wage project.

¹ The cost for permit fees is excluded from this scope of work, permit fees if assessed, will be billed at cost plus 10%.



2.2.2 EXPLORATORY BORINGS

The subsurface field exploration will consist of drilling up to nine (9) borings with a 6- to 12-inch diameter auger to depths of 5 feet below the existing ground surface or to refusal, whichever comes first, using a truck-mounted drill rig. The primary intent of the subsurface exploration is to:

- Measure the thickness of the existing roadway structural section (includes thickness of asphalt concrete pavement, aggregate base, and/or subbase if present).
- Collect bulk samples and/or drive samples of underlying aggregate base and subgrade soils for laboratory testing. CME must collect a sufficient volume of subgrade material to perform the required amount of laboratory testing outlined in the [2022 Structural Design Guide for Flexible Pavement Section 5.2.d](#) (refer to Section 2.3). To complete the required testing, approximately 200 pounds of material will be sampled from each boring location. Imported backfill material for each boring will be required to fill the resulting void. Backfill material may consist of excess soil cuttings, crushed gravel, or dry bags of concrete mix.

Our geotechnical personnel will log material encountered during exploration in the field. The existing structural section (asphalt and aggregate base) will be measured. Bulk samples of the subgrade soils will be obtained for moisture density curves, R-value testing, sieve analyses, and plasticity indices testing as required in the *2022 Structural Design Guide for Flexible Pavement*. Borings will be capped with approximately 6-inches of concrete or [Aquaphalt 6.0](#) to expedite field operations and reduced labor costs.

2.2.3 ASPHALT CORES

To further define asphalt thickness to assist with assessing existing conditions, nine (9) asphalt cores have been budgeted: one at each boring location. Pavement cores will be collected using a 4 to 6-inch diameter core barrel attached to the drill rig. Our field technician will measure, photograph, and log the pavement core.

2.3 LABORATORY TESTING

Representative samples of subgrade soil will be tested in the laboratory to determine index and mechanical properties in accordance with the *2022 Structural Design Guide for Flexible Pavement* dated February 2021. In accordance with the *2022 Structural Design Guide for Flexible Pavement Section 5.2.d*, in order to calculate resilient modulus, we will need to perform the following in at least three (3) locations per **project** (we are interpreting this project to include all 3 segments; we would like RTC's concurrence with this so we do not perform the following testing at three (3) locations per **segment**):

- 2 to 3 R-value tests, depending on R-value test result variability (ASTM D2844)
- 1 Sieve Analysis (ASTM C136 pr D6913)
- 1 Plasticity Index (ASTM D4318)
- 1 Moisture Density Relationship (ASTM D1557)

If necessary, to support a potential for lime treatment of expansive subgrade soil in rehabilitation areas, we may perform the following lab testing:

- Plasticity indices using native subgrade soil and three (3) different lime contents to determine optimal lime content
- Moisture-Density Relationship Curve with optimal lime content and one (1) for cement content
- Fabricating nine (9) unconfined compressive strength tests with three (3) different cement contents
- Nine (9) unconfined compressive strength tests on nine (9) specimens using three (3) different cement contents (one (1) break at three (3) days, two (2) breaks at seven (7) days)

2.4 MEETINGS

CME has budgeted six (6) hours of time to attend on-call Client Meetings, Agency Meetings, and Internal Design Team Meetings.

2.5 GEOTECHNICAL AND STRUCTURAL SECTION INVESTIGATION REPORT

Upon completion of the field, laboratory testing, and analysis phases of our investigation, a Geotechnical and Structural Section Investigation report will be completed for the project and include the following:

- Description of the project site with the approximate locations of our explorations, presented on a Site Plan.
- Descriptive logs of the explorations performed for this study.
- Summary of existing structural section thicknesses.
- General summary of subgrade soil description.
- Laboratory test results.
- Subgrade soil design resilient moduli.
- Geotechnical design and construction recommendations including:
 - Recommendations for concrete flatwork (sidewalk, curb and gutter).
- Pavement structural section design² and construction recommendations including:
 - Discussion of options for:
 - Treatment of potentially expansive soil (if encountered).
 - Minimum structural section thickness (i.e., treated subgrade [if warranted], plus aggregate base and asphalt concrete).
 - Roadbed modification;
 - Option to perform reconstruction using full depth asphalt concrete pavement over lime treated or untreated subgrade soil.
- Construction Recommendations including:
 - Site preparation and grading recommendations.
 - Anticipated construction difficulties.

Any additional work, if required for this investigation, will be billed on a time and materials basis in accordance with our Standard Fee Schedule.

² Flexible pavement field exploration, laboratory testing, and design will be performed in general accordance with the 2022 Structural Design Guide for Flexible Pavement dated November 2022

Traffic loading will be provided by J-U-B Engineers. Traffic loading should include trips per day (AADT), growth rates, percent trucks, average ESAL per truck, RTC Bus Routes for current and future uses, frequency of RTC busses, etc.



3.0 COST ESTIMATE

We will provide our services outlined in Section 2.0 as presented in standard RTC format (refer to Table 1).

Table 1: Estimated Fees				
Item	Quantity	Unit	Rate	Subtotal
Coordination, Project Management, and Permitting				
Geotechnical Project Manager	4	HR	\$180.00	\$720.00
Project Engineer	9	HR	\$155.00	\$1,395.00
USA North				
Project Engineer	1	HR	\$155.00	\$155.00
Field Engineer	4	HR	\$135.00	\$540.00
Vehicle	4	HR	\$15.00	\$60.00
Drilling / Coring				
Geotechnical Project Manager	2	HR	\$180.00	\$360.00
Field Engineer	14	HR	\$135.00	\$1,890.00
Vehicle	14	HR	\$15.00	\$210.00
Field Supplies	1.05	LS	\$500.00	\$525.00
Drilling Subcontractor	1.05	LS	\$6,300.00	\$6,615.00
Traffic Control	1.05	LS	\$2,626.00	\$2,757.30
Laboratory Testing				
Project Engineer	3	EA	\$155.00	\$465.00
Sieve Analysis	9	EA	\$120.00	\$1,080.00
Plasticity Index	12	EA	\$120.00	\$1,440.00
R-value	8	EA	\$350.00	\$2,800.00
Modified Proctor	4	EA	\$250.00	\$1,000.00
Unconfined Compressive Strength	9	EA	\$125.00	\$1,125.00
Sulfate Content	3	EA	\$60.00	\$180.00
Analyses & Reporting				
Senior Engineer	2	HR	\$205.00	\$410.00
Geotechnical Project Manager	12	HR	\$180.00	\$2,160.00
Project Engineer	28	HR	\$155.00	\$4,340.00
Meetings				
Geotechnical Project Manager	6	HR	\$180.00	\$1,080.00
Total Estimated Fees:				\$31,307.30



Any additional work, such as client-ordered meetings or construction-related consultation, will be billed on a time and materials basis in accordance with our current Standard Fee Schedule.

Please contact the undersigned if you have any questions or require additional information.

Sincerely,

CONSTRUCTION MATERIALS ENGINEERS, INC.



A handwritten signature in blue ink, appearing to read 'N. Anderson'.

Nicholas R. Anderson, PE, GE
Geotechnical Project Manager
nanderson@cmenv.com
Direct: 775-737-7583
Cell: 916-705-1959



A handwritten signature in blue ink, appearing to read 'Carolyn J. Jones'.

Carolyn J. Jones, EI
Engineering Intern
cjones@cmenv.com
Direct: 775-737-7573
Cell: 775-376-2196



**JUB
RTC MEADOWOOD CIRCLE**

INSPECTION & MATERIALS TESTING

DATE :

11/14/2023 Rev. 1

ACTIVITY	QTY/DAYS	HRS/DAY	RATE	TOTAL	COMMENTS
PROJECT MANAGER					40 WORKING DAYS
REPORTS & MEETINGS	8	3	\$ 190.00	\$ 4,560.00	8 WEEK CONSTRUCTION SCHEDULE
PLAN & SPECIFICATION REVIEW	1	2	\$ 190.00	\$ 380.00	
VEHICLE	8	1	\$ 15.00	\$ 120.00	

FULLTIME INSPECTION

SENIOR INSPECTOR REG.	40	8	\$ 160.00	\$ 51,200.00	40 WORKING DAYS
SENIOR INSPECTOR O.T.	40	2	\$ 210.00	\$ 16,800.00	
VEHICLE	400		\$ 15.00	\$ 6,000.00	

ON CALL TESTING TECHNICIAN

TECHNICIAN REG. SUBGRADE	6	2	\$ 125.00	\$ 1,500.00	
TECHNICIAN O.T. SUBGRADE			\$ 165.00		
TECHNICIAN REG. AGGREGATE BASE	6	2	\$ 125.00	\$ 1,500.00	
TECHNICIAN O.T. AGGREGATE BASE			\$ 165.00		
NUCLEAR GAUGE	24		\$ 15.00	\$ 360.00	
TECHNICIAN REG. PAVING	6	6	\$ 125.00	\$ 4,500.00	
TECHNICIAN O.T. PAVING			\$ 165.00	\$ -	
TECHNICIAN REG. CONCRETE	12	2	\$ 125.00	\$ 3,000.00	
TECHNICIAN O.T. CONCRETE			\$ 165.00	\$ -	
TECHNICIAN REG. HMA CORING	3	6	\$ 125.00	\$ 2,250.00	
TECHNICIAN O.T.			\$ 165.00	\$ -	
TECHNICIAN REG. HMA PLANT INSPECTION			\$ 125.00	\$ -	
VEHICLE	102		\$ 15.00	\$ 1,530.00	

LABORATORY TESTING

MOISTURE DENSITY CURVE, SA, PI	3		\$ 540.00	\$ 1,620.00	
CONCRETE CYLINDERS	12		\$ 240.00	\$ 2,880.00	12 POURS / SETS OF 6
SAND EQUIVALENT - SLURRY	1		\$ 120.00	\$ 120.00	1 SAMPLE
DURABILITY - SLURRY	1		\$ 150.00	\$ 150.00	1 SAMPLE
SIEVE ANALYSIS - SLURRY	1		\$ 120.00	\$ 120.00	1 SAMPLE
EMULSION TESTING - SLURRY	1		\$ 650.00	\$ 650.00	1 SAMPLE
ASPHALT CEMENT FULL SERIES	6			N/C	TESTED BY NDOT
HMA PLANT SA, LAR, PI, FRACTURED FACES	1		\$ 560.00	\$ 560.00	
HMA FULL SERIES W / 3 CORES	6		\$ 910.00	\$ 5,460.00	

ESTIMATED TOTAL FEE \$ 105,260.00

1. BASED ON NOT PAYING PREVAILING WAGES

Exhibit C

Indemnification and Insurance Requirements



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.3.2

To: Regional Transportation Commission

From: Scott Gibson, Project Manager

SUBJECT: 2025 Bridge Maintenance Project

RECOMMENDED ACTION

Approve a contract with HDR Engineering, Inc., for design and engineering during construction services for the 2025 Bridge Maintenance Project, which includes resurfacing the Kuenzli Avenue Bridge over the Truckee River and the Evans Avenue, Ralston Street, and Valley Road Bridges over I-80, in an amount not-to-exceed \$349,942.30.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with HDR Engineering, Inc., (HDR) is for professional services for the 2025 Bridge Maintenance Project in the amount of \$349,942.30 including design contingency. The Scope of work includes design and construction services for the resurfacing and maintenance activities on four bridges in the city of Reno: the Kuenzli avenue bridge over the Truckee River and the Evans Street, Valley Road, and Ralston Street Bridges over I-80.

The RTC identified a need to replace the riding surface on four bridges in Washoe County. Evans Ave over I-80 (H-995), Kuenzli Ave. over the Truckee River (B-1327W), Valley Rd over I-80 (H-997), and Ralston Street over I-80 (H991) have been flagged under the RTC Pavement Preservation Program. The plantmix surfaces on all bridges are severely worn and, in some areas, delaminating from the surface of the bridge deck. The four bridges were last inspected in April 2022 by the Department of Transportation as part of their Federally mandated Bridge Inspection Program. These inspection reports will be reviewed to ascertain what other surface improvements may be needed to the bridges in question. A field review and condition survey will be done on the four bridges before the beginning of rehabilitation designs.

HDR was selected from the Civil Engineering Design and Construction Management Services qualified list to perform engineering, construction management, and quality assurance. HDR's scope, schedule, and budget indicated the amount for design services is within the appropriated budget. The targeted schedule for these services is as follows:

- Design Kickoff: February 2024
- 50% Design Submittal: May 2024
- 90% Design Submittal: August 2024
- Construction: Spring 2025

FISCAL IMPACT

Fuel Tax appropriations for this item are included in the FY 24 Capital Budget.

PREVIOUS BOARD ACTION

6/17/2022 Approved the Qualified Consultant List for Engineering Design and Construction Management Services.

**AGREEMENT
FOR
PROFESSIONAL SERVICES**

This agreement (this “Agreement”) is dated and effective as of _____, 2023, by and between the Regional Transportation Commission of Washoe County (“RTC”) and HDR Engineering, Inc. (“CONSULTANT”).

WITNESSETH:

WHEREAS, RTC has selected HDR, Inc. from the Engineering Design and Construction Management shortlist to perform design and Engineering During Construction Services (EDC) in connection with 2025 Bridge Maintenance.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

- 1.1. The term of this Agreement shall be from the date first written above through December 31, 2025, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.
- 1.2. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.
- 1.3. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consist of the tasks set forth in Exhibit A.

2.2. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.3. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.4. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.5. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.6. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.7. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC’s Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC’s Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Total Services (Tasks 1 to 7)	\$319,942.30
<u>Contingency</u>	<u>\$ 30,000.00</u>
Total Not-to-Exceed Amount	\$349,942.30

3.3. For any work authorized under Section 2.5, “Additional Services,” RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.5, “Additional Services,” when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such

services, but not more than 105% of the amounts billed to CONSULTANT for such services.

- 3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

- 4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.
- 4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.
- 4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

- 5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.
- 5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

- 6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all

compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

- 6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.
- 6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.
- 6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same, and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

- 8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.
- 8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

- 9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

- 10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.
- 10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.
- 10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

- 12.1. RTC's Project Manager is Scott Gibson or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.
- 12.2. CONSULTANT' Project Manager is Troy Martin or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

- 13.1. Notices required under this Agreement shall be given as follows:

RTC: Bill Thomas, AICP
Executive Director
Scott Gibson
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: sgibson@rtcwashoe.com
(775) 335-1874

CONSULTANT: Troy Martin
Bridge Section Manager
HDR Engineering, Inc.
10615 Professional Circle Suite 200
Reno, NV 89521
Email: troy.martin@hdrinc.com
(775) 229-5401

ARTICLE 14 - DELAYS IN PERFORMANCE

- 14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

- 14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during

CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates, and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement

are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

- A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.
- B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, CONSULTANT is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

ARTICLE 16 - FEDERAL FORMS AND CLAUSES

- 16.1. CONSULTANT has completed and signed the following: (1) Affidavit of Non-Collusion; (2) Certification Regarding Debarment, Suspension, Other Ineligibility and Voluntary Exclusion; (3) Certification Required by 31 U.S.C. § 1352, Restrictions on Lobbying Using Federal Appropriated Funds, and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities". CONSULTANT affirms that such certifications remain valid and shall immediately notify RTC if circumstances change that affect the validity of these certifications.

16.2. This Agreement is funded in whole or in part with money administered by the ***[Nevada Department of Transportation on behalf of the Federal Highway Administration] [Federal Transit Administration]***. As a condition for receiving payment under this Agreement, CONSULTANT agrees to comply with the federally required clauses set forth in ***[Exhibit D, E and F][Exhibit D]***.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Bill Thomas, AICP, Executive Director

HDR Engineering, Inc

By: _____
Craig Smart, Nevada Area Operations Manager

Exhibit A

Scope of Services

Attachment A
Scope of Services
WRTC Bridge Re-habilitations 2025

1.0 General

1.1 Project Location and Purpose

The Washoe County Regional Transportation Commission (RTC) has identified a need to replace the riding surface on four bridges in Washoe County. Evans Ave over I-80 (H-995), Kuenzli Ave. over the Truckee River (B-1327W), Valley Rd over I-80 (H-997), and Ralston Street over I-80 (H-991) have been flagged under the RTC Pavement Preservation Program. The plantmix surfaces on all bridges are severely worn and, in some areas, delaminating from the surface of the bridge deck. The four bridges were last inspected in April 2022 by the Department of Transportation as part of their Federally mandated Bridge Inspection Program. These inspection reports will be reviewed to ascertain what other surface improvements may be needed to the bridges in question. A field review and condition survey will be done on the four bridges before the beginning of rehabilitation designs. The major design focus will be on riding surface of the bridges and not structural integrity.

1.2 General Description of Services

The work included in the Scope of Services consists of providing preliminary and final design, engineering, and plan preparation for four bridges. The scope includes:

- Project Management
- Roadway Striping
- Surface coring of existing bridge overlays
- Traffic Control Limitations in Special Provisions
- Joint Rehabilitation
- Bridge Deck Rehab/Waterproofing
- Replacing wearing surface to meet existing bridge grades

1.3 Design Criteria

HDR Engineering, Inc. (HDR) shall provide the design for this project in MicroStation/InRoads V8i SS2 CAD platform. HDR shall utilize the following for design and drafting standards:

- AASHTO Roadside Design Guide
- AASHTO A Policy on Geometric Design of Highways and Streets
- NDOT Structures Manual
- NDOT Standard Plans for Road and Bridge Construction
- NDOT Standard Specifications for Road and Bridge Construction
- NDOT Structures Manual
- Standard Specifications for Public Works Construction

1.4 Project Management

HDR shall coordinate with the RTC Project Manager and the NDOT Bridge Division. They shall also manage the HDR Team to complete the project within schedule.

HDR will provide a licensed professional engineer in the State of Nevada as a Project Manager (Troy Martin, CE) to deliver the services described. The HDR Project Manager will manage the Project Team as well as manage/coordinate project development activities with the RTC. No Public Outreach is expected under this agreement.

1.5 Schedule for Submittals/Project

HDR NTP	February 5, 2024
Field Reviews	March 11, 2024
Coring of Deck Plantmix	March 25, 2024
60% Design Submittal	May 17, 2024
90% Design/Eng. Estimate Submittal	June 14, 2024
100% Design Submittal	July 26, 2024
Begin Post Construction Activities	March 3, 2025
Construction Contract Bid	March 24, 2025
Open Bids	April 21, 2025
Contractor NTP/30 working days estimated	June 2, 2025
End Contract	July 28, 2025
Contract Close Out	October 3, 2025

Deliverables include:

Monthly progress reporting included with invoice.

2.0 Bridge Rehab Evans Ave (H-995)

2.1 Investigation/Condition Survey

HDR shall perform an on-site review of the Evans Ave Bridge (H-995). During the review HDR shall assess what work should take place on this Structure. A report shall be developed based on the findings during the field review along with the latest NDOT bridge inspection recommendations. The RTC and HDR can establish what work shall be included in the HDR Design. No report will be done if the work is limited to joints, overlay, and bridge deck

waterproofing. If work beyond joints, overlay, and waterproofing is needed, an amendment will be made to perform the extra work.

The latest inspection was performed 4/7/2022.

Deliverables include:

Condition Survey Report – No report will be done if the work is limited to joints, overlay, and bridge waterproofing.

2.2 60% Plan Submittal

HDR shall perform preliminary design for H-995. The Design will be performed utilizing the criteria in Section 1.3. The 60% Design will include concepts approved by the RTC from the Survey Report prepared in Section 3.1. HDR will progress the design for Evans Ave up to 60% and will submit to the RTC for review.

Deliverables include:

60% plans for Evan Ave Bridge (H-995)

2.3 90% Plan Submittal

HDR shall incorporate changes from the 60% review and shall progress the design to 90%. HDR shall have a Senior Construction Manager perform a constructability review to the 90% plans before submittal. The 90% submittal shall include Preliminary Bid Items, Prelim Special Provisions, and Preliminary Engineers estimate. RTC shall supply HDR with recent local project pricing information, to be used by HDR to establish the Engineers Estimate.

Deliverables include:

90% plans for Evans Ave Bridge (H-995)

Preliminary Bid Item List

Special Provision Items

Preliminary Engineers Estimate

2.4 100% Plan Submittal

HDR shall incorporate changes from the 90% review and shall progress the design to 100% (Final). The 100% submittal shall include Special Provisions and an Engineers Estimate.

Deliverables include:

100% plans for the Evans Ave Bridge (H-995)

Special Provision Items

Engineers Estimate

3.0 Bridge Rehab Kuenzli Ave Bridge (B-1327W)

3.1 Investigation/Condition Survey

HDR shall perform an on-site review of the Kuenzli Ave Bridge (B-1327W). During the review HDR shall assess what other work should take place on this Structure. A report shall be developed based on the findings during the field review along with the latest NDOT bridge inspection recommendations. The RTC and HDR can establish what work shall be included in the HDR Design. No report will be done if the work is limited to joints, overlay, and bridge deck waterproofing. If work beyond joints, overlay, and waterproofing is needed, an amendment will be made to perform the extra work.

The latest inspection was performed 4/28/2022.

Deliverables include:

Condition Survey Report - No report will be done if the work is limited joints, overlay, and bridge waterproofing.

3.2 60% Plan Submittal

HDR shall perform preliminary design for B-1327W. The Design will be performed utilizing the criteria in Section 1.3. The 60% Design will include concepts approved by the RTC from the Survey Report prepared in Section 4.1.

HDR will progress the design for B-1327W up to 60% and will submit to the RTC for review.

Deliverables include:

60% plans for Kuenzli Ave Bridge B-1327W

3.3 90% Plan Submittal

HDR shall incorporate changes from the 60% review and shall progress the design to 90%. HDR shall have a Senior Construction Manager perform a constructability review to the 90% plans before submittal. The 90% submittal shall include Preliminary Bid Items, Prelim Special Provisions, and Preliminary Engineers estimate. RTC shall supply HDR with recent local project pricing information, to be used by HDR to establish the Engineers Estimate.

Deliverables include:

90% plans for Kuenzli Ave Bridge (B1327W)

Preliminary Bid Item List

Special Provisions Items

Preliminary Engineers Estimate

3.4 100% Plan Submittal

HDR shall incorporate changes from the 90% review and shall progress the design to 100% (Final). The 100% submittal shall include Special Provisions and an Engineers estimate.

Deliverables include:

100% plans for Kuenzli Ave Bridge (B1327W)

Special Provision Items

Engineers Estimate

Bidding Package

4.0 Bridge Rehab Valley Rd (H-997)

4.1 Investigation/Condition Survey

HDR shall perform an on-site review of the Valley Road Bridge (H-997). During the review HDR shall assess what other work should take place on this Structure. A report shall be developed based on the findings during the field review along with the latest NDOT bridge inspection recommendations. The RTC and HDR can establish what work shall be included in the HDR Design. No report will be done if the work is limited to joints, overlay, and bridge deck waterproofing. If work beyond joints, overlay, and waterproofing is needed, an amendment will be made to perform the extra work.

The latest inspection was performed 4/7/2022.

Deliverables include:

Condition Survey Report – No report will be done if the work is limited to just the overlay.

4.2 60% Plan Submittal

HDR shall perform preliminary design for H-997. The Design will be performed utilizing the criteria in Section 1.3. The 60% Design will include concepts approved by the RTC from the Survey Report prepared in Section 4.1.

HDR will progress the design for H-997 up to 60% and will submit to the RTC for review.

Deliverables include:

60% plans for Valley Road Bridge (H-997)

4.3 90% Plan Submittal

HDR shall incorporate changes from the 60% review and shall progress the design to 90%. HDR shall have a Senior Construction Manager perform a constructability review to the 90% plans before submittal. The 90% submittal shall include Preliminary Bid Items, Prelim Special Provisions, and Preliminary Engineers estimate. RTC shall supply HDR with recent local project pricing information, to be used by HDR to establish the Engineers Estimate.

Deliverables include:

90% plans for Valley Road Bridge (H-997)

Preliminary Bid Item List

Special Provisions Items

Preliminary Engineers Estimate

4.4 100% Plan Submittal

HDR shall incorporate changes from the 90% review and shall progress the design to 100% (Final). The 100% submittal shall include Special Provisions and an Engineers estimate.

Deliverables include:

100% plans for the Valley Road Bridge (H-997)

Special Provision Items

Engineers Estimate

Bidding Package

5.0 Bridge Rehab Ralston Street (H-991)

5.1 Investigation/Condition Survey

HDR shall perform an on-site review of the Ralston Street Bridge (H-991). During the review HDR shall assess what other work should take place on this Structure. A report shall be developed based on the findings during the field review along with the latest NDOT bridge inspection recommendations. The RTC and HDR can establish what work shall be included in the HDR Design. No report will be done if the work is limited to joints, overlay, and bridge deck waterproofing. If work beyond joints, overlay, and waterproofing is needed, an amendment will be made to perform the extra work.

The latest inspection was performed 4/6/2022.

Deliverables include:

Condition Survey Report – No report will be done if the work is limited to just the overlay.

5.2 60% Plan Submittal

HDR shall perform preliminary design for H-991. The Design will be performed utilizing the criteria in Section 1.3. The 60% Design will include concepts approved by the RTC from the Survey Report prepared in Section 4.1.

HDR will progress the design for H-991 up to 60% and will submit to the RTC for review.

Deliverables include:

60% plans for Ralston Street Bridge (H-991)

5.3 90% Plan Submittal

HDR shall incorporate changes from the 60% review and shall progress the design to 90%. HDR shall have a Senior Construction Manager perform a constructability review to the 90% plans before submittal. The 90% submittal shall include Preliminary Bid Items, Prelim Special Provisions, and Preliminary Engineers estimate. RTC shall supply HDR with recent local project pricing information, to be used by HDR to establish the Engineers Estimate.

Deliverables include:

90% plans for Ralston Street Bridge (H-991)

Preliminary Bid Item List
Special Provisions Items
Preliminary Engineers Estimate

5.4 100% Plan Submittal

HDR shall incorporate changes from the 90% review and shall progress the design to 100% (Final). The 100% submittal shall include Special Provisions and an Engineers estimate.

Deliverables include:
100% plans for the Ralston Street Bridge (H-991)
Special Provision Items
Engineers Estimate
Bidding Package

6.0 Miscellaneous/Deck Coring/Post Design Services

6.1 Deck Coring

HDR shall core each deck wearing surface in 4 places during design to verify surface depth for the plans and removal quantities. The plans shall include a bid item for Bridge Deck Repair (SQFT) for the contractor to repair spalls or delaminations as discovered in the field.

Deliverables include:
Core data (to be included in plans for Contractor use).

6.2 Post Design Services

HDR shall assist the RTC in the preparation of supplemental notices required to clarify the work included in the contract documents. Supplemental notices may be required based on questions developed in the pre-bid conference, and/or conditions discovered by bidders during the bid period.

HDR shall be responsible for preparation of the plans, shall attend the Pre-bid conference, if one is scheduled, and shall present an appropriately sized display showing the project layout and possible construction phasing. HDR shall respond to the potential bidder's questions related to the plans, details, and special provisions.

HDR shall attend the pre-construction conference. HDR shall respond to the contractor's questions related to the plans, details, and special provisions.

HDR shall support the project in post design activities, including, change orders and shop drawing reviews. HDR designers shall provide field reviews for trouble shooting.

Deliverables include:
Reviewed Shop Drawings
Review RFIs and Contractor Questions, provide responses.
Recommendations after Field Reviews

6.3 NDOT Permits

The inspection reports indicate that all these bridges, except Kuenzli (B-1327W), are under NDOT jurisdiction. Temporary occupancy permit will likely be required for construction. The RTC shall be responsible for all permit fees. For the permit process it is assumed that 90% plans will be submitted to NDOT with the permit. There is no SUE work planned or surveying (ROW or other) since improvements are all surface treatments to existing features of the bridges. Only readily available ROW information and utility information shall be shown on the permit submittal.

7.0 Construction Management

7.1 Field Inspection & Construction Management

HDR agrees to perform professional and construction management engineering services for the overlay and improvements to the four bridges and approaches on this project and shall confirm it is built in conformance with the plans, specifications, and all other contract documents.

HDR shall provide one (1) Resident Engineer, one (1) Office Person (part time), one (1) Inspector level IV (full to part-time), one (1) Tester (as needed), one (1) nuclear gauge (as needed), a fully equipped and functional central main lab, trucks, and cell phones.

HDR shall provide personnel assigned to this project the proper safety equipment, including, soft caps, hard hats and vests meeting the current standards for Work Zone Apparel.

HDR shall provide a principal engineer to act as Project Manager. The Principal Engineer shall be limited to billing no more than eight (8) hours per month unless prior approval for additional hours is obtained from the RTC.

The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

HDR shall provide personnel who possess the experience, knowledge, and character to adequately perform the requirements of these services, so as not to delay the progress of construction. HDR personnel provided to work on the project will become familiar with the contract documents, including the plans, specifications, special provisions, and any change orders thereto. HDR shall perform the procedures for office management, documentation, field inspection and field testing in accordance with the specifications and industry standard practice.

HDR shall provide personnel assigned to this project training, including safety training, or equipment necessary to perform the assigned duties, inspection and testing and inspection.

HDR shall provide its own trucks and cell phones for all personnel who need to perform work outside of the office. Vehicles shall be equipped with high intensity flashing yellow strobe lights.

Testing personnel shall be certified under the NAQTC program.

7.2 Field Testing by Sub CME

All testing on the project shall be performed by sub-consultant CME. It shall be performed in accordance with Section 7.1.

8.0 RTC Contingency

8.1 Contingency

A contingency in the amount of \$30,000 has been set up for this agreement. No contingency funds shall be used unless approved by the RTC.

Exhibit B

Compensation

Task No.	Task Description	Ruedy Edgington Project Manager 1	Reid Kaiser Project Principal	Troy Martin Bridge Lead/PM	Blended Bridge Designer	Blake Schmitt Jr. Bridge Designer	Lani DeBisschop Bridge EIT	Dean Wietzel Resident Engineer	Laycee Kolkman Traffic Engineer Sr	Bill Enzler Rdwy Designer	Justin Sweetland Office Engineer	David Swirczek Inspector IV	Duane Toney CADD	Bev Barba Admin	Barbara Humphrey Project Accountant	Total HDR Labor Hours	Total HDR Labor (\$)	Total HDR Expenses (\$)	Subs (\$)	Total Cost (\$)
	Rates	\$ 254.24	\$ 314.12	\$ 311.99	\$ 177.38	\$ 144.92	\$ 132.05	\$ 242.96	\$ 276.66	\$ 174.90	\$ 173.00	\$ 193.16	\$ 143.00	\$ 111.87	\$ 109.71					
Task 1. Project Management																				
1.1	Project Management and Coordination	20	8	40										20	20	108	\$24,509	\$2,000		\$26,509
1.2	Agency Coordination	0		4		4										8	\$1,828			\$1,828
	Subtotal Task 1	20	8	44	0	4	0	0	0	0	0	0	0	20	20	116	\$26,337	\$2,000	\$0	\$28,337
Task 2 Evans Ave.																				
2.1	Investigation/Condition Survey			4		4	4									12	\$2,356	\$500		\$2,856
2.2	Concept Review Report			2		8							4			14	\$2,355			\$2,355
2.3	60% Plan Submittal			3		24	24	4					40			95	\$14,410			\$14,410
2.4	90% Plan Submittal, Specials, Engr. Estimate			3		16	16						16			51	\$7,656			\$7,656
2.5	100% (Final) Submittal, Specials, Engr. Estimate			3		8	16						10			37	\$5,638			\$5,638
	Subtotal Task 3	0	0	15	0	60	60	0	4	0	0	0	70	0	0	209	\$32,415	\$500	\$0	\$32,915
Task 3. Kuenzli Ave.																				
3.1	Investigation/Condition Survey			4		4	4									12	\$2,356	\$500		\$2,856
3.2	Concept Review Report			2		8							4			14	\$2,355			\$2,355
3.3	60% Plan Submittal			3		24	24	4					36			91	\$13,838			\$13,838
3.4	90% Plan Submittal, Specials, Engr. Estimate			3		16	16						16			51	\$7,656			\$7,656
3.5	100% (Final) Submittal, Specials, Engr. Estimate, Bidding Package			3		8	16						10			37	\$5,638			\$5,638
	Subtotal Task 4	0	0	15	0	60	60	0	4	0	0	0	66	0	0	205	\$31,843	\$500	\$0	\$32,343
Task 4 Valley Road																				
4.1	Investigation/Condition Survey			4		4	4									12	\$2,356	\$500		\$2,856
4.2	Concept Review Report			2		8							4			14	\$2,355			\$2,355
4.3	60% Plan Submittal			3		24	24	4					36			91	\$13,838			\$13,838
4.4	90% Plan Submittal, Specials, Engr. Estimate			3		16	16						16			51	\$7,656			\$7,656
4.5	100% (Final) Submittal, Specials, Engr. Estimate, Bidding Package			3		8	16						10			37	\$5,638			\$5,638
	Subtotal Task 5	0	0	15	0	60	60	0	4	0	0	0	66	0	0	205	\$31,843	\$500	\$0	\$32,343
Task 5 Ralston Street																				
5.1	Investigation/Condition Survey			4		4	4									12	\$2,356	\$500		\$2,856
5.2	Concept Review Report			2		8							4			14	\$2,355			\$2,355
5.3	60% Plan Submittal			3		24	24	4					36			91	\$13,838			\$13,838
5.4	90% Plan Submittal, Specials, Engr. Estimate			3		16	16						16			51	\$7,656			\$7,656
5.5	100% (Final) Submittal, Specials, Engr. Estimate, Bidding Package			3		8	16						10			37	\$5,638			\$5,638
	Subtotal Task 4	0	0	15	0	60	60	0	4	0	0	0	66	0	0	205	\$31,843	\$500	\$0	\$32,343
Task 6 Subs and Post Design Services																				
6.1	Deck Investigation/Coring/CME			2		4							4			10	\$1,776		\$16,000	\$17,776
6.2	Post Design Services			8		8		2					4			22	\$4,781	\$2,500	\$0	\$7,281
6.3	NDOT Permits			12		20							20			52	\$9,502			\$9,502
	Subtotal Task 5	0	0	22	0	32	0	0	2	0	0	0	28	0	0	84	\$16,059	\$2,500	\$16,000	\$34,559
Task 7 Construction Management																				
7.1	Field Inspection & CM		2			8		114			120	280		8	8	540	\$106,103	\$3,000		\$109,103
7.2	Testing Sub, CME															0	\$0		\$18,000	\$18,000
	Subtotal Task 6	0	2	0	0	8	0	114	0	0	120	280	0	8	8	540	\$106,103	\$3,000	\$18,000	\$127,103
Task 8 Contingency																				
8.1	Contingency																	\$30,000		\$30,000
	Subtotal Task 7																	\$30,000		\$30,000
Grand Total		20	10	126	0	284	240	114	18	0	120	280	296	28	28	1564	\$276,442.30	\$39,500.00	\$34,000.00	\$349,942.30

Exhibit C

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR
PROFESSIONAL SERVICE AGREEMENTS
[NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 335-1845.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, City of Reno and NDOT including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

- A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and
- B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, City of Reno and NDOT as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **\$1,000,000** per occurrence and at least **\$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed \$25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

- A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.
- B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.
- C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.
- D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.
- E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **\$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **\$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **\$1,000,000** each accident for bodily injury by accident or **\$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **\$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.3.3

To: Regional Transportation Commission

From: Dale Keller, Director of Engineering

SUBJECT: Settlement Agreement

RECOMMENDED ACTION

Approve a Settlement Agreement with Jacobs Engineering Group Inc., to resolve any potential dispute or claim related to certain services performed on the Arlington Avenue Bridges Project.

BACKGROUND AND DISCUSSION

RTC and Jacobs Engineering Group Inc., (“Jacobs”) entered an Agreement for Professional Services dated December 20, 2021, for Jacobs to perform environmental, design and engineering services for RTC’s Arlington Avenue Bridges Project. During the course of performance, questions arose as to whether certain borings were drilled without obtaining certain permits and complying with certain procedural requirements. Without any admission of fault or liability, the parties have negotiated this Settlement Agreement to resolve any potential dispute or claim related to that work. Under the terms of the Settlement Agreement, RTC and Jacobs will amend a separate contract between the parties to provide RTC a \$355,000 invoice credit for future Jacobs services on the Mill Street Widening Project. If for some reason Jacobs does not perform work sufficient to exhaust the credit, Jacobs will pay the remaining balance to RTC in cash.

FISCAL IMPACT

The net fiscal impact will be a \$355,000 credit to RTC, or an equal or equivalent cash value if the credit is not exhausted.

PREVIOUS BOARD ACTION

12/17/2021 Approved a contract with Jacobs Engineering Group Inc. (Jacobs), for environmental and engineering services for the Arlington Avenue Bridges Project, in an amount not-to-exceed \$3,217,581.

SETTLEMENT AGREEMENT

This Settlement Agreement (this “Agreement”) is made this December 15, 2023, (“Effective Date”) and entered into by and between Regional Transportation Commission of Washoe County (“RTC”) and Jacobs Engineering Group Inc. (“Jacobs”). RTC and Jacobs are sometimes referred to collectively herein as the “Parties” and individually as a “Party.”

WHEREAS, the RTC and Jacobs entered into that certain Agreement for Professional Services dated December 20, 2021 (the “Contract”), for Jacobs to perform environmental, design and engineering services for RTC’s Arlington Avenue Bridges Project (the “Project”);

WHEREAS, during the course of Jacobs’ performance of the services, questions arose as to whether certain borings were drilled without obtaining certain permits and complying with certain other procedural requirements under federal law (the “Work”);

WHEREAS, without any admission of fault or liability on the part of either Party, the Parties have negotiated this Agreement to resolve any potential dispute or claim related to the Work pursuant to Section 9.2 of the Contract.

NOW THEREFORE, for and in consideration of the terms and conditions set forth herein, the Parties hereby agree as follows:

1. **Incorporation**. The foregoing recitals are true and correct and incorporated herein by reference.
2. **Settlement Amount**. The Parties agree Jacobs will pay RTC \$355,000 (“Settlement Amount”) in the form of an invoice credit for future Jacobs’ services on the Mill Street Widening project, performed pursuant to the Agreement for Professional Services between the Parties dated February 18, 2022, as previously amended by Amendment No. 1 dated October 20, 2023 (the “Mill Street Contract”). The parties shall finalize and execute Amendment No. 2 as soon as practicable,

but in no event later than 30 days after the Effective Date. Charges for services provided by Jacobs will first be credited to Jacobs' account receivables on the Mill Street Contract until that full amount is satisfied before Jacobs has any future right to payment from the RTC under the Mill Street Contract. If for any reason Jacobs does not perform work sufficient under the Mill Street Contract to exhaust the \$355,000 credit, Jacobs agrees to pay the remaining balance in cash within 60 days of submission of its final invoice or the expiration or earlier termination of the Mill Street Contract, whichever is earliest.

3. Mutual Release. In consideration of the mutual covenants and agreements herein including the Settlement Amount, the Parties, on their own behalf and on behalf of their agents, servants, attorneys, insurers, heirs, assigns, and other representatives, forever release and discharge the other Party, and its respective affiliated business entities, subsidiaries, parent companies, predecessors, successors, insurers, assigns, trustees, shareholders, partners, directors, officers, employees, agents, attorneys, and other representatives from all actual or potential claims, complaints, demands, causes of action, damages, costs, expenses, fees, and other liabilities of every sort and description, direct or indirect, fixed or contingent, known or unknown, and whether or not liquidated, that it may have had or may now have against the other Party, that arise out of, or relate to, the Work. This release shall not prevent either Party from enforcing its rights specifically described in this Agreement and the foregoing releases shall not place any limitation on either Party's obligations under this Agreement or either Party's ability to bring suit for breach of this Agreement.

4. No Admission of Fault or Liability. Neither the execution of this Agreement, nor the performance of the obligations hereunder are to be construed as an admission of fault or

liability on the part of the Parties. This Agreement memorializes the resolution of a business dispute between the Parties, reached to avoid any future claims process or litigation.

5. No Assignment. The Parties expressly represent and agree that they have not assigned or transferred any of the released potential claims in this Agreement (or any portion of or interest in them) to any third person or entity.

6. Joint Drafting. In the event that a dispute arises between the Parties regarding the construction of this Agreement, they represent and agree that this Agreement was drafted jointly, and the terms of this Agreement shall not be construed in favor or against either of them based on any rule of law that ambiguities shall be construed against the drafter.

7. Entire Agreement. The terms of this Agreement contain the entire agreement between the parties relating to the Work and subject matter contained herein. The Parties executing this Agreement do so freely and voluntarily, solely relying upon their own judgment and that of their respective attorneys and not as a result of any fraud, duress or coercion. This Agreement supersedes any and all prior agreements, negotiations, correspondence, undertakings, promises, covenants, arrangements communications, representations and warranties, whether oral or written, of any party to this Agreement in connection with the Work and subject matter contained herein, and no party may rely upon, or shall be deemed to have relied upon, any such communications.

8. Miscellaneous. The Parties hereby represent and warrant to each other that they have access to adequate information regarding the scope and effect of this Agreement to make an informed and knowledgeable decision with regard to entering into this Agreement. The Parties hereby acknowledge that they have investigated to their complete satisfaction all facts and potential claims that relate to or arise out of the matters referred to above, and that there is a risk that, after the execution of this Agreement, a Party will discover, incur or suffer claims that were

unknown or unanticipated at the time this Agreement was executed, and which if known on the date of execution and delivery hereof may have materially affected its decision to enter into this Agreement. The Parties further acknowledge and agree that by reason of the covenants to each other provided for above, they are assuming the risk of such unknown claims, and agree that this Agreement, apply thereto.

9. Choice of Law. This Agreement will be governed by and construed in accordance with the laws of the State of Nevada, without giving effect to conflict of laws principles thereof. The Parties agree that the Second Judicial District Court of the State of Nevada in and for the County of Washoe Nevada shall have exclusive jurisdiction over all disputes, actions or proceedings that in any way arise out of or relate to this Agreement. The Parties waive any claim that any of the forum set forth in this paragraph is an inconvenient forum or improper forum based on lack of venue.

10. Binding Effect. Unless otherwise specifically provided herein, this Agreement shall be binding upon and inure to the benefit of the Parties, their affiliated business entities, subsidiaries, parent corporations, predecessors, successors, insurers, heirs, assigns, trustees, shareholders, partners, directors, officers, agents, attorneys, and other representatives.

11. Severability. If any provision of this Agreement is for any reason held to be invalid or unenforceable, such provision shall not affect any other provision, and this Agreement shall be construed as if such invalid and/or unenforceable provision had never been contained in this Agreement.

12. Waiver. Failure by any Party to enforce any of the remedies available to it in this Agreement shall not be deemed a waiver of those rights.

13. Notices. All notices and other communications hereunder shall be in writing and shall be personally delivered or mailed by first-class registered or certified mail, postage prepaid, or sent by Federal Express or another nationally recognized overnight courier service that guarantees next day delivery and provides a receipt, addressed to the respective party as the case may be at the respective addresses set forth below, or at such other address as either party shall have furnished to the other in writing as herein set forth:

If to Jacobs:

Hanh Dao
Assistant General Counsel
1301 N Green Valley Pkwy, Ste 200
Henderson, NV 89074

Jeanne Work
Director of Operations
6312 S Fiddlers Green Cir, Ste 300N
Greenwood Village, CO 80111

If to RTC:

Bill Thomas
Executive Director
1105 Terminal Way
Reno, NV 89502

14. Signatures. Each Party represents that it and, if applicable, its undersigned representative, are duly authorized and empowered to sign this Agreement.

15. Counterparts. This Agreement may be executed in any number of counterparts and delivered via facsimile and/or email, each such counterpart hereof shall be deemed to be an original instrument, but all such counterparts shall constitute one and the same instrument. This Agreement may be executed using acceptable digital procedures.

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IN WITNESS WHEREOF, the Parties have executed this Agreement to be effective as of the Effective Date.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

By: _____

Its: _____

Print Name: Bill Thomas _____

JACOBS ENGINEERING GROUP INC.

By: _____

Its: _____

Print Name: _____



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 4.4.1

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: HVAC Preventative Maintenance Award

RECOMMENDED ACTION

Approve a contract with Trane Technologies for HVAC preventative maintenance at RTC facilities for a period of three and half years, in an amount not-to-exceed \$317,598.

BACKGROUND AND DISCUSSION

The RTC issued a Request for Proposal (RFP) in August 2023 for HVAC Preventative Maintenance of all RTC facilities. Proposals were received by the RTC from three qualified firms.

A three-person proposal evaluation team consisting of three RTC employees reviewed and ranked the proposal. The proposal was evaluated based on the criteria set forth in the RFP:

- 40% Qualifications of the Firm
- 20% Staffing and Project Organization
- 30% Work Plan/Project Understanding
- 10% Cost Proposal

Staff is recommending an award to Trane Technologies as being the most advantageous and of the best value to the RTC.

FISCAL IMPACT

Local sales tax funds are available in the FY 2024 budget for this purchase.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

AGREEMENT FOR GOODS AND SERVICES

HVAC Preventive Maintenance Contract

This agreement (“Agreement”) is dated and effective as of January 1, 2024, by and between the Regional Transportation Commission of Washoe County, Nevada (“RTC”) and Trane U.S. Inc. dba Trane (“Contractor”).

1. **Term.** The term of this agreement shall commence on the effective date above and shall end on June 30, 2027.
2. **Scope of Work.** Contractor shall provide the goods and services described in the scope of work attached as Exhibit A
3. **Compensation.** RTC shall pay Contractor for the goods and services pursuant to, and in an amount not to exceed, the pricing and fee schedule attached as Exhibit B. RTC will pay Contractor monthly in equal monthly payments during the periods identified in Exhibit B.
4. **Proceeding with Work.** Contractor shall not proceed with work until both parties have executed this Agreement and RTC has issued a purchase order. If Contractor proceeds with work before those conditions have been satisfied, Contractor shall forfeit any and all right to reimbursement and payment for work performed during that period. In the event Contractor violates this section, Contractor waives any and all claims and damages against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement.
5. **Invoices/Payment.** Contractor shall submit monthly invoices to RTC. Contractor shall submit invoices to accountspayable@rtcwashoe.com. RTC’s payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.
6. **Legal/Regulatory Compliance.**
 - a. Contractor shall comply with all applicable federal, state and local government laws, regulations and ordinances. Contractor shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, Contractor shall furnish RTC certificates of compliance with all such laws, orders and regulations.
 - b. Contractor represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent Contractor does engage in such public work, Contractor shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.
7. **Insurance.** Contractor shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all of its terms. Contractor shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8. Indemnification. Contractor's obligations are set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

9. Termination.

- a. Mutual Assent. This Agreement may be terminated by mutual written agreement of the parties.
- b. Convenience. RTC may terminate this Agreement in whole or in part for convenience upon written notice to Contractor.
- c. Default. Either party may terminate this Agreement for default by providing written notice of termination, provided that the non-defaulting party must first provide written notice of default and give the defaulting party and opportunity to cure the default within a reasonable period of time.

10. Rights, Remedies and Disputes

- a. RTC shall have the following rights in the event that RTC deems the Contractor guilty of a breach of any term under the Agreement:
 - i. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
 - ii. The right to cancel this Agreement as to any or all of the work yet to be performed;
 - iii. The right to specific performance, an injunction or any other appropriate equitable remedy; and
 - iv. The right to money damages.
- b. Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Agreement, which may be committed by RTC, the Contractor expressly agrees that no default, act or omission of RTC shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Agreement (unless RTC directs Contractor to do so) or to suspend or abandon performance.
- c. Disputes arising in the performance of this Agreement that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of RTC's Executive Director. This decision shall be final and conclusive unless within 10 days from the date of receipt of its copy, Contractor mails or otherwise furnishes a written appeal to RTC's Executive Director. In connection with any such appeal, Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of RTC's Executive Director shall be binding upon the Contractor and the Contractor shall abide by the decision.
- d. Unless otherwise directed by RTC, Contractor shall continue performance under this Agreement while matters in dispute are being resolved.

11. Ownership of Work. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by Contractor in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by Contractor prior to the execution of the Project that will be used in the Project and services

rendered under this Agreement, is excluded from this requirement. Contractor and its sub-contractors shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to Contractor in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Contractor under this Agreement shall, upon request, also be provided to RTC.

12. Records. Contractor will permit RTC access to any books, documents, papers and records of Contractor pertaining to this Agreement, and shall maintain such records for a period of not less than three years.

13. Exhibits. The exhibits to this Agreement, and any additional terms and conditions specified therein, are a material part hereof and are incorporated by reference as though fully set forth herein.

14. Exclusive Agreement. This Agreement constitutes the entire agreement of the parties and supersedes any prior verbal or written statements or agreements between the parties.

15. Amendment. No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

16. No Assignment. Contractor shall not assign, sublease, or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of RTC. Any attempt to do so without the prior written consent of RTC shall be null and void, and any assignee, sublessee, or transferee shall acquire no right or interest by reason thereof.

17. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada.

18. Venue. Any lawsuit brought to enforce this Agreement shall be brought in the Second Judicial District Court of the State of Nevada, County of Washoe appropriate court in the State of Nevada.

19. Attorneys' Fees. In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

20. Certification Required by Nevada Senate Bill 27 (2017). Contractor expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. Contractor further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. If, at any time during the formation or duration of this Agreement, Contractor is engaged or engages in a boycott of Israel, it will constitute a material breach of this Agreement.

REGIONAL TRANSPORTATION
COMMISSION OF WASHOE COUNTY

BY: _____
Bill Thomas, AICP, Executive Director

TRANE U.S. Inc. dba TRANE

BY: _____
Karen Campbell, Sr. Contract Manager

Exhibit A

GENERAL SCOPE OF SERVICES

ALL SITES

The Contractor shall provide all labor, equipment and materials to perform the work tasks outlined on the Maintenance Schedule at the RTC locations specified. The Contractor shall perform the work at the specified frequencies and within the indicated work hours for the duration of the contract in accordance with generally accepted industry standards. The work hours can be changed by RTC with written direction.

Contractor shall coordinate service, 48 hours prior to commencing work at any of the sites. An initial schedule shall be submitted by the successful contractor and approved by the RTC at the time the contract is approved.

Contractor shall notify the Project Manager after work is completed at each location.

Contractor shall be responsible for all permits and/or licenses necessary to perform HVAC PM Services.

Times of Service

The Contractor shall perform HVAC services during the week (Monday through Friday) between the hours of 7:00 a.m. and 5:00 p.m. excluding the following holidays: New Year's Day, Independence Day Thanksgiving, and the day after Thanksgiving, Christmas.

Supplies

The contractor is responsible for supplying all necessary materials including, but not limited to: filters, media, evaporative cooler pads, water conditioning agents, belts, oil, grease, cleaning agents, normal wear items of HVAC units. **It shall be the Contractor's responsibility to submit required SDS to the Facilities Manager before bringing any materials and supplies onto any RTC site.**

All filters shall meet or exceed OEM specification and contractor shall provide verification documentation upon request.

Filters shall be new, unused and where applicable shall be a single filter. Filters that are cut and taped or otherwise combined with other parts or pieces of filters shall not be acceptable.

Disposal of used materials shall be the responsibility of the contractor. No used materials shall be stored on site.

Equipment

All equipment shall be new, unused and equal or greater in performance to OEM standards for the equipment being replaced.

RTC requires that the contractor provide optional pricing and offer equipment that is more energy efficient whenever such products are available. It will be at the RTC's discretion to select a replacement unit that meets current efficiency standards or is available in a more efficient model.

Maintenance Schedule

The Maintenance schedule provided by RTC is based upon the original equipment manufacturers (OEM) maintenance manuals and a general guideline for the Preventative Maintenance Schedule.

Special Notes

All filters are to be initialed and dated (MM/DD/YR) by the Technician when installed.

All belts shall have sticker or label posted on door where the belt is located and note the date it was changed.

Whenever possible all filters shall be Merv 13 in all occupied areas. (Exceptions may be made for a lower rated filter if required due to system constraints.)

Activated Carbon filters shall be used in MAU (1) and ERV (1) unit at 1105 Terminal Way.

Certain equipment requires more frequent filter changes than the O&M Manual suggests and those are noted in this scope of work.

Equipment to be Serviced at All Locations (specific location listed on each site)

- Baseboard Heaters (27)
- Boilers (4) three in-line *Slant Fin Galaxy* one *Knight*
- Circulation Pumps and motors (10): (6) constant speed and (4) variable speed
- Cooling Towers-Mechanical/Electrical (2) (Excludes chemical additives and cleaning)
- Console Water source heat pumps (4) *Trane*
- Generator- intake air filter change – 4th St Station Only
- Electric Unit Heaters (10)
- ERV (Energy Recovery Ventilator) (6)
- Evaporative coolers (1)
- Exhaust Fans (4)

- Reznor heaters, gas fired (7)
- Heat Exchanger (2) (Cooling Tower)
- Heat Pumps and Condensers (98) various brands
- Liebert Climate System (IT server rooms) (2)
- MAU (make up Air unit w/ heat wheel) (1) *Greenheck*
- Make up Air unit (1)
- Packaged units (9)
- Ventilators (3)
- Supplemental Cooling (4). (1) unit 2nd floor IT room + (1) mech rm Victorian, (2) Sutro IT Room.



MAINTENANCE SCHEDULE

1. BOILERS-Terminal (Slant Fin/Galaxy)

a. Monthly

- i. Boiler housing surface-clean off any coating found
- ii. Check contacts and settings
- iii. Check piping and accessories for leaks
- iv. Check air vents
- v. *Water system, check:*
 1. System to be full and pressure is stable
 2. Water lines-any small leak corrected
 3. Low water cutoff

b. Annual

- i. Check for gas leaks from valve and gas piping to burners and pilot

2. BOILERS-4th Street Station (Knight)

a. Monthly

- i. Boiler housing surface- clean off any coating found
- ii. Check contacts and settings
- iii. Check piping and accessories for leaks
- iv. Check air vents

b. *Water system, check:*

- i. System to be full and pressure is stable
- ii. Water lines-any small leak corrected

c. Annual

- i. Check for gas leaks from valve and gas piping to burners and pilot

3. CIRCULATION PUMPS

a. Quarterly

- i. Inspect for leaks and loose or damaged components
- ii. Inspect for excessive vibration
- iii. Change and replace filters on loop system (when necessary)
- iv. Check for proper operation

4. COOLING TOWERS-Terminal & 4th Street

Note: Cooling tower cleaning, chemicals and loop chemicals are **NOT** part of this proposal

a. Monthly

- i. Inspect general condition of tower, check for unusual noise of vibration
- ii. Inspect support structure for cracks and corrosion
- iii. Check for any leaks
- iv. Check water level in basin and adjust if necessary
- v. Check operation of make-up valve
- vi. Check and adjust bleed rate



- vii. Check fan belt tension and condition, adjust/replace as necessary

b. Quarterly

- i. Inspect cold and hot water basins and spray nozzles
- ii. Adjust fan belt tension
- iii. Lubricate fan shaft bearing
- iv. Lubricate motor base adjusting screw
- v. Check motor voltage and current
- vi. Check general condition of fan, and uniform pitch
- vii. Check Cooling tower heater units
- viii. Check operation of heating unit (crucial in fall and winter)

c. Semi Annual

- i. Lubricate remote fan and motor grease fittings

d. Annual

- i. Check fan drive alignment

e. Every 3 years-(start 2022)

- i. Clean heat Exchangers

5. CONSOLE WATER SOURCE HEAT PUMPS-Terminal Way Stairwells

a. Quarterly

- i. Replace filters

b. Annual

- i. Check contactors and relays within the control panel
- ii. Check tightness of wiring connections
- iii. Clean coils of debris

6. ELECTRIC UNIT HEATERS

a. Annual

- i. Clean (blow out dust/dirt in and around unit)
- ii. Check mounting bolts
- iii. Check thermostat for proper operation

7. ERV - 4th Street

a. Monthly

- i. Change filters

b. Quarterly

- i. Apply lubrication where required
- ii. Check dampers for unobstructed operation
- iii. Check fan belt for wear, tension and alignment (repair/replace if necessary)
- iv. Check motor for cleanliness
- v. Check blower wheel and fasteners for cleanliness, tightness, fatigue or wear
- vi. Check bearings for cleanliness, lubricate as necessary
- vii. Clean dust and debris from inside and outside of unit
- viii. Check set screws for tightness
- ix. Clean external Mesh filter



- x. Check that door seals are intact and pliable
- xi. Check recovery wheel for cleanliness and clean if required
- xii. Check belts, pulleys, bearings and motor (repair/adjust/tighten if necessary)

8. EVAPORATIVE COOLERS, Sutro building D

a. Semi Annual (April-startup)

- i. Replace pads (new media that is equivalent to current media)
- ii. Clean water reservoir, scrape to remove loose deposits and remove all debris
- iii. Clean and rinse drain tube
- iv. Check water supply tubing, repair if necessary
- v. Clean and check water pump, test for free movement of impeller
- vi. Check Belts (replace if necessary) oil bearings, if applicable
- vii. Fill cooler, test and adjust float
- viii. Check for leaks
- ix. Add odor control agent
- x. Turn on cooler and check for proper operation, airflow, and thermostat function

b. Semi Annual (October-shutdown)

- i. Drain all water from pump, tank, tubes and/or pipes
- ii. Turn off feed valve, blow out water in lines
- iii. Clean tank, pump and filter
- iv. Filter media, if good enough for next season should be cleaned
- v. Reinstall access covers
- vi. Disconnect water and drain unit supply line

9. ON HEATING PORTION-ONE UNIT, Sutro building B,

a. October

- i. Inspect blower wheel, clean if necessary
- ii. Inspect flue box, and clean if necessary
- iii. Check for proper burner ignition
- iv. Inspect main burners, adjust if necessary
- v. Ensure proper operation of thermostats

10. EXHAUST FANS

a. Semi annual

- i. Clean motor surfaces, remove dust build-up
- ii. Check fasteners and mounting bolts
- iii. Check and adjust/change belt (if applicable)
- iv. Check for excessive vibrations
- v. Replace belts annually



11. GENERATOR –backup power

a. Quarterly

- i. Change inlet air filters (to be initialed and dated by technician when installed)

12. HEAT PUMPS- Terminal Way, Victorian, 4th Street

a. Monthly

- i. Replace filters on **four** heat pump units at **4th Street Station** that need monthly filter changes, two north building HPN 7 and HPN 8, and two south building HPS 5 and HPS 6.

13. ON ALL OTHER UNITS AT ALL FACILITIES:

a. Quarterly (January/April /July/October)

- i. Replace Filters (to be initialed and dated by technician when installed)
- ii. Inspect heat exchanger for leaks and clean as necessary
- iii. Check piping and hose connections for leaks

b. Annual (April)

- i. Check compressor amperage to ensure the amp draw does not exceed 10% or higher than amperage indicated on the serial plate data
- ii. Check fan motor to ensure proper lubrication

c. ON CONDENSERS (April)

- i. Check refrigerant pressures and/or levels; make necessary adjustment
- ii. Clean condenser coil fins, and straighten if needed

14. LIEBERT-Villanova and Terminal Way - Information Technology Server Rooms

a. Monthly:

- i. Filter
- ii. Filter, replace (to be initialed and dated by technician when installed)
- iii. Check filter switch
- iv. Wipe section clean
- v. Blower
- vi. Check impellers for debris and condition
- vii. Check belt tension and condition
- viii. Compressor
- ix. Check for Oil leaks
- x. Check for any other type of leaks
- xi. Air Cooled Condenser
- xii. Clean condenser coil
- xiii. Tighten motor mounts
- xiv. Check bearing condition
- xv. Reheat
- xvi. Check reheat element operation
- xvii. Inspect elements for cleanliness
- xviii. Infrared Humidifier
- xix. Check pan drain for clogs



- xx. Check humidifier lamps
- xxi. Check pan for mineral deposits
- xxii. Refrigeration Cycle / Section
- xxiii. Check refrigerant lines
- xxiv. Check for moisture (sight glass)
- xxv. Check for suction Pressure
- xxvi. Check hot gas bypass valve
- xxvii. Check thermostatic exp. Valve
- xxviii. Air Distribution
- xxix. Check grill for obstruction
- xxx. Refrigerant Charge
- xxxi. Check refrigerant level

b. Quarterly: January / April / July / October

- i. All monthly tasks and: On all sections mentioned above where applicable:
- ii. Inspect and tighten electrical connections
- iii. Control Panel
- iv. Check fuses
- v. Inspect and tighten electrical connections
- vi. Check operation sequence
- vii. Refrigeration Cycle / Section
- viii. Check head pressure
- ix. Check discharge pressure

15. MAU-with Heat Wheel-Victorian Ave

a. Monthly

- i. Change internal Filter (to be initialed and dated by technician when installed)

b. Quarterly

- i. Lube fittings
- ii. Check Fan belt tension, condition, and wear (adjust/replace as needed)
- iii. Clean motor housing and Wheel if there is dust or grease buildup
- iv. Inspect fan impeller and housing for fatigue, corrosion and wear
- v. Check for any excessive vibration
- vi. Clean External aluminum mesh filter
- vii. Check coils, and clean if necessary
- viii. Check UV antimicrobial light

c. Annual

- i. All Quarterly tasks and:
- ii. Clean Energy Recovery Wheel



16. MAKE UP AIR UNIT-Terminal

a. Monthly

- i. Replace filters- (to be initialed and dated by technician when installed)
- ii. Check belt tension and check for proper operation

b. Semi annual

- i. Monthly service
- ii. Check pulleys, and blower
- iii. Clean blower if necessary
- iv. Lube motor and blower bearings

17. REZNOR heaters Gas Fired

a. Quarterly

- i. Replace filters (to be initialed and dated by technician when installed)
- ii. Check belt tension and check for proper operation

b. Semi annual

- i. Inspect blower wheel and flue box, clean if necessary
- ii. Check for proper burner ignition
- iii. Inspect main burners-clean and adjust if needed
- iv. Check dampers for proper opening
- v. Ensure proper operation of thermostats

18. ROOFTOP PACKAGE UNITS 4th Street

a. Monthly, 4th Street Station only:

- i. Change Filters (to be initialed and dated by technician when installed)

b. Quarterly Package Rooftop units (ALL): January / April / July / October:

- i. Return air filter replacement
- ii. Clean outdoor hood inlet filter
- iii. Check belt condition, replace belt as needed
- iv. Check belt tension, re-tension as needed
- v. Check pulley alignment, adjust if needed
- vi. Check fan shaft bearing locking collar tightness
- vii. Check condenser coil cleanliness
- viii. Check condenser drain

c. Semi Annual – April / October

i. AIR CONDITIONING (April)

1. Check Condenser fan motor mounting bolt tightness
2. Check compressor mounting bolts
3. Check condenser blade positioning
4. Clean control box and check wire condition
5. Check tightness of wire terminal
6. Check refrigerant charge level
7. Clean evaporator coil
8. Check voltage of evaporator blower motor



ii. **HEATING (October)**

1. Clean heat exchanger flu passageways
2. Check burner condition
3. Check gas manifold pressure
4. Check heating temperature rise

19. ECONOMIZER

a. **(April / October)**

- i. Check and clean inlet filter
- ii. Check damper travel
- iii. Check gear and dampers for debris and dirt

20. SUPPLEMENTAL COOLING- Victorian

a. **Quarterly**

- i. Clean filters
- ii. Inspect drain line for proper drainage
- iii. Check outdoor coils, clean if necessary

b. **Annual**

- i. Check fan of unit for lubrication
- ii. Check connections
- iii. Check refrigeration lines for leaks

21. THERMOSTATS

a. **Annually**

- i. Thermostats shall be wiped clean and inspected.
- ii. Ensure proper operations

22. VENTILATORS

a. **Semi Annual- April, October**

- i. Check all fasteners for tightness
- ii. Clean motor and housing
- iii. Check belt for wear and correct tension, replace/adjust if necessary (for ventilators that are not direct drive)
- iv. Grease and/or lube fittings on units (if applicable)



Equipment Listing

As of July 31.2023

Name of Location	Address	Equipment Listing
Villanova 2050 Villanova Reno, NV 89502		
Telephone Room B building IT Server Room A building		1 Package Unit (minisplit) 1 Liebert Unit 2 AC Package Units
Sutro FM 600 Sutro Street Reno, NV 89512		
FM Building IT Room		1 Package Unit 3 Reznor Heaters 1 Swamp Cooler 2 Supplemental Cooling
6th Street 1301 6th Street Reno, NV 89502		
Building		1 Package Unit 1 Main Exhaust Fan
Centennial Plaza 1421 Victorian Sparks, NV 89431		
Bus Station		18 Heat Pumps 2 Supplemental Cooling Units (IT and Mechanical Room) 2 Circulation Pumps 1 MAU with Heat Wheel 4 Electric Heaters (maint, generator bld, both stairwells) 1 Exhaust Ventilator (maintenance building) 2 Exhaust Ventilators (main roof - belt driven replace belt annually)
4SS 200 East 4th Street Reno NV 89512		
North Building South Building		<ul style="list-style-type: none"> • 1 Boiler • 4 Circulation Pumps • 8 Heat Pumps • 1 ERV • 1 Cooling Tower / 1 Heat Exchanger • 2 RT package units • 1 Exhaust Fan Side wall • 2 Electric Heaters (mech rm) • 6 Heat Pumps • 2 ERV's + 2 RT Package units • 10 Baseboard Heaters (South build) Generator intake air filters 1/4 change only
Terminal 1105 Terminal Way Reno, NV 89502		
Building		3 Boilers 1 Cooling Tower 1 MAU 56 Heat Pumps 1 Roof Exhaust Fan 4 Circulation Pumps 1 Plate Heat Exchanger 1 Liebert (IT Room) 4 Console Units (Stairwells) 2 Electric Heaters (Stairwell and Penthouse) 1 ERV

EXHIBIT B - COST

	Villanova	Sutro FM	6th Street	Centennial Plaza	4SS	Terminal	TOTAL	
YEAR 1	\$2,675	\$4,567	\$3,125	\$13,226	\$24,403	\$38,671	\$86,667	
<i>Per Month</i>							\$7,222.25	
YEAR 2	\$2,755	\$4,704	\$3,219	\$13,623	\$25,135	\$39,831	\$89,267	
<i>Per Month</i>							\$7,438.92	
YEAR 3	\$2,838	\$4,845	\$3,315	\$14,031	\$25,889	\$41,026	\$91,945	
<i>Per Month</i>							\$7,662.09	
FINAL 6 Months	\$1,535	\$2,620	\$1,793	\$7,588	\$14,000	\$22,185	\$49,719	
<i>Per Month</i>							\$8,286.54	
Total Not to Exceed								\$317,598

Exhibit C

**INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR
MAINTENANCE, OPERATIONS & SERVICE AGREEMENTS**

2022-03-09 Version

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT BIDDERS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF BID OR PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR DIRECTLY AT (775) 335-1845.

2. INDEMNIFICATION

CONTRACTOR agrees to defend save and hold harmless and fully indemnify RTC, Washoe County, and City of Reno, including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of:

- A. Any breach of duty, neglect, or negligent error, misstatement, misleading statement or omission committed in the conduct of CONTRACTOR'S profession by CONTRACTOR, its employees, agents, officers, directors, Subs (as that term is defined below) , or anyone else for which CONTRACTOR may be legally responsible; and
- B. The negligent acts of CONTRACTOR, its employees, agents, officers, directors, subs, or anyone else for which CONTRACTOR is legally responsible; and
- C. The infringement of any patent or copyright resulting from the use by the Indemnitees of any equipment, part, component, or other deliverable (including software) supplied by CONTRACTOR under or as a result of this Agreement, but excluding any infringement resulting from the modification or alteration by the Indemnitees of any equipment, part, component, or other deliverable (including software) except as consented to by CONTRACTOR.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions, CONTRACTOR shall reimburse the Indemnitees for the time spent by such personnel at the rate the Indemnitees pay for such services.

If an Indemnitee is found to be liable in the proceeding, then CONTRACTOR'S obligation here under shall be limited to the proportional share of the liability attributed to CONTRACTOR.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.C above and the use is enjoined, CONTRACTOR, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of this Agreement.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONTRACTOR shall purchase and maintain insurance of the types and limits as described herein insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONTRACTOR, its Subs, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONTRACTOR.

4. VERIFICATION OF COVERAGE

CONTRACTOR shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, RTC reserves the right to review complete, certified copies of all required insurance policies, including all Subs' policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

Contractor or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONTRACTOR shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONTRACTORS & SUBCONSULTANTS

CONTRACTOR shall include all subcontractors and subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR it shall require its Subs to maintain separate liability coverages and limits of the same types specified herein. If any Subs maintain separate

liability coverages and limits, each shall include the RTC, Washoe County, and City of Reno as additional insureds under its commercial general liability policy subject to the same requirements stated herein without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least be \$1,000,000 per occurrence \$1,000,000 for any applicable coverage aggregates for or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONTRACTOR shall furnish copies of certificates of insurance evidencing coverage for each Sub. CONTRACTOR shall require its Subs provide appropriate certificates and endorsements from their own insurance carriers naming CONTRACTOR and the Indemnitees (see paragraph 2 above) as additional insureds.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed \$25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Contract. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Contract or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect. Contractor is responsible for any losses within deductibles or self-insured retentions.

8. ACCEPTABILITY OF INSURERS

Insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONTRACTOR and insurance carrier. RTC reserves the right to require that CONTRACTOR'S insurer be a licensed and admitted insurer in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. MISCELLANEOUS CONDITIONS

- A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.
- B. If CONTRACTOR fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONTRACTOR's expense.
- C. Any waiver of CONTRACTOR's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONTRACTOR's obligation to maintain

such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

- D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONTRACTOR, and such coverage and limits shall not be deemed as a limitation on CONTRACTOR's liability under the indemnities granted to RTC in this contract.
- E. If CONTRACTOR'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$1,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project or location.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage, or damage to the named insured's work. In addition, coverage for Explosion, Collapse and Underground exposures (as applicable to the project) must be reflected in the insurance certificates.

RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement

The status of RTC as an additional insured under a CGL obtained in compliance with this agreement shall not restrict coverage under such CGL with respect to the escape of release of pollutants at or from a site owned or occupied by or rented or loaned to RTC.

CONTRACTOR waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONTRACTOR's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

Continuing Completed Operations Liability Insurance. CONTRACTOR shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella liability insurance, both applicable to liability arising out of CONTRACTOR's completed operations, with a limit of not less than \$1,000,000 each occurrence for at least 5 years following substantial completion of the work.

- a. Continuing CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall, at minimum, cover liability arising from products-completed operations and liability assumed under an insured contract
- b. Continuing CGL insurance shall have a products-completed operations aggregate of at least two times the each occurrence limit.
- c. Continuing commercial umbrella coverage, if any, shall include liability coverage for damage to the insured's completed work equivalent to that provided under ISO form CG 00 01.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONTRACTOR shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than \$1,000,000 each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONTRACTOR does not own or operate any owned or leased vehicles.

CONTRACTOR waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONTRACTOR pursuant to this Agreement.

In lieu of a separate Business Auto Liability Policy, RTC may agree to accept Auto Liability covered in the General Liability Policy, if CONTRACTOR does not have any owned or leased automobiles and non-owned and hired auto liability coverage is included.

If project involves the transport of hazardous wastes or other materials that could be considered pollutants, CONTRACTOR shall maintain pollution liability coverage equivalent to that provided under the ISO pollution liability-broadened coverage for covered autos endorsement (CA 99 48) shall be provided, and, if applicable, the Motor Carrier Act endorsement (MCS 90) shall be attached.

Waiver of Subrogation. CONTRACTOR waives all rights against RTC and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the business auto liability or commercial umbrella liability insurance obtained by Contractor pursuant to this agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONTRACTOR or any Sub by RTC. CONTRACTOR, and any Subs, shall procure, pay for and maintain required coverages.

CONTRACTOR shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease.

Should CONTRACTOR be self-funded for Industrial Insurance, CONTRACTOR shall so notify RTC in writing prior to the signing of a Contract. RTC reserves the right to accept or reject a self-funded CONTRACTOR and to approve the amount of any self-insured retentions. CONTRACTOR agrees that RTC is entitled to obtain additional documentation, financial or otherwise, for review prior to entering into a Contract with the self-funded CONTRACTOR.

Upon completion of the project, CONTRACTOR shall, if requested by RTC, provide RTC with a Final Certificate for itself and each Sub showing that CONTRACTOR and each Sub had maintained Industrial Insurance by paying all premiums due throughout the entire course of the project.

If CONTRACTOR or Sub is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONTRACTOR waives all rights against RTC, its elected officials, officers, employees and agents. for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this agreement. CONTRACTOR shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 5.1.

To: Regional Transportation Commission

From: Xuan Wang, PHD, PE, PTP, RSP2, Acting Planning Manager

SUBJECT: 2050 Regional Transportation Plan (RTP) Update

RECOMMENDED ACTION

Receive an update on the 2050 Regional Transportation Plan (RTP) Update for discussion and possible direction.

BACKGROUND AND DISCUSSION

The RTP is the RTC's long-range transportation plan as required under Title 23, Part 450 of the Code of Federal Regulations (CFR). It contains major transportation projects and programs for Washoe County for all modes of travel. It functions as the major tool for implementing long-range transportation planning. The RTP captures the community's vision of the transportation system and identifies the projects, programs and services necessary to achieve that vision that will be implemented by RTC, member entities, and NDOT.

The RTC initiated the development of the 2050 Regional Transportation Plan Update. The purpose of the process is to identify the long-term guiding principles and goals for the regional transportation system and to identify the projects, programs, and services that will be implemented through 2050. This plan will be based on a robust community engagement process and conducted in collaboration with partner agencies. The plan will address the safety, mobility, connectivity, and traffic operations issues that are resulting from strong population and employment growth in the region. Federal regulations require that the long-range planning document be updated every four years. The current RTP approval extends through March 2025. The schedule for the RTP update process allows for federal review and approval of the plan by March 2025. It is anticipated that the draft plan will be available for public and agency review in December 2024 with Board action by March 2025. A more detailed schedule is provided in the attachment.

FISCAL IMPACT

2050 RTP update is included in the Unified Planning Work Program.

PREVIOUS BOARD ACTION

3/19/2021 Adopted a resolution approving the 2050 Regional Transportation Plan (RTP).

Draft 2050 RTP Update Schedule																		
	2023			2024											2025			
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Kick-off	Project Milestones																	
Scenario Definition and Development		Project Milestones	Project Milestones	Project Milestones	Project Milestones	Project Milestones	Project Milestones	Project Milestones										
Schedule, Outreach Plan to Board & TAC/CMAC			Potential Board Action															
Bi-monthly Updates to Board					Potential Board Action		Potential Board Action		Potential Board Action		Potential Board Action		Potential Board Action		Potential Board Action		Potential Board Action	
Draft RTP Goals & Document Outline to Board							Potential Board Action											
Bi-monthly Update to TAC/CMAC					Project Milestones		Project Milestones		Project Milestones		Project Milestones		Project Milestones		Project Milestones		Project Milestones	
Senior Staff Meetings with Reno, Sparks, Washoe				Project Milestones				Project Milestones				Project Milestones						
RTP Agency Working Group				RTP Agency Working Group		RTP Agency Working Group		RTP Agency Working Group		RTP Agency Working Group		RTP Agency Working Group		RTP Agency Working Group		RTP Agency Working Group		
Air Quality Consultation			Project Milestones			Project Milestones			Project Milestones			Project Milestones			Project Milestones			
Complete Existing Conditions Analysis & Projections for Safety, Pavement Condition, Traffic Congestion & Revenue				Project Milestones	Project Milestones													
Intercounty Transportation Working Group					Project Milestones				Project Milestones				Project Milestones					
Visioning Workshop					Project Milestones													
Issue-Based Forums					Project Milestones	Project Milestones	Project Milestones	Project Milestones										
Consensus Forecast Available													Project Milestones					
Complete Traffic Model Forecast /Multimodal LOS & cost estimate for Alternatives														Project Milestones				
Draft Project Listing to Board													Potential Board Action					
Draft Plan to Board															Potential Board Action	Potential Board Action		
Final Plan to Board																		Potential Board Action

Potential Board Action
 RTP Agency Working Group
 Project Milestones



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 5.2.

To: Regional Transportation Commission

From: Christian Schonlau, Director of Finance, CFO

SUBJECT: 2023 Annual Comprehensive Financial Report (ACFR)

RECOMMENDED ACTION

Receive a report on the FY 2023 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorize staff to submit the document to the Nevada Department of Taxation.

BACKGROUND AND DISCUSSION

As required, the independent audit report on the financial operations of the RTC is being presented to the Board. The RTC has received an unmodified opinion as issued by Crowe LLP, the highest rating possible. RTC has a strong history of no findings or minimal findings. This year, there were no audit findings or policy findings. Staff will provide a brief financial summary of FY 2023. Attached is a letter to the Commissioners from our auditors, Crowe LLP. A representative from Crowe LLP will be available during the meeting to answer any questions regarding the audit. The ACFR for FY 2023 includes all requirements specified by Nevada Revised Statutes and the Single Audit Act. The report also includes information required by the Government Finance Officers Association (GFOA) for eligibility of the Certificate of Achievement Award. The RTC has received this award for the past 34 years. Staff will submit the FY 2023 report to the GFOA for its consideration in regard to the Certificate of Achievement Award.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

12/16/2022 Received a report on the FY 2022 Annual Comprehensive Financial Report (ACFR) for the Regional Transportation Commission of Washoe County and authorized staff to submit the document to the Nevada Department of Taxation.



ANNUAL COMPREHENSIVE FINANCIAL REPORT

REGIONAL TRANSPORTATION COMMISSION



Reno, Sparks and Washoe County, Nevada

Fiscal Year Ended June 30, 2023



Building A Better Community Through Quality Transportation



REGIONAL TRANSPORTATION COMMISSION

Reno, Sparks and Washoe County, Nevada

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2023

Bill Thomas, AICP
Executive Director

PREPARED BY THE FINANCE DEPARTMENT

Christian Schonlau
Director of Finance & CFO

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REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

RTC BOARD OF COMMISSIONERS



ED LAWSON
RTC CHAIR
City of Sparks Mayor



DEVON REESE
City of Reno



ALEXIS HILL
RTC VICE CHAIR
Washoe County



MARILUZ GARCIA
Washoe County



HILLARY SCHIEVE
Mayor of Reno



TRACY LARKIN THOMPSON, Ex-officio
Director
Nevada Department of Transportation

RTC DIRECTORS



BILL THOMAS, AICP
Executive Director



DAN DOENGES, PTP, RSP
Director of Planning



CHRISTIAN SCHONLAU
Director of Finance/
Chief Financial Officer



ADAM SPEAR, ESQ
Director of Legal Services



MARK MALONEY
Director of Public Transportation
& Operations



DALE KELLER
Director of Engineering



LAURA FREED
Director of Administrative Services

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INTRODUCTORY SECTION



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 15, 2023

Honorable Chair, Vice Chair, and Members
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502

Dear Chair Lawson, Vice Chair Hill, Members of the Commission, and Citizens of Reno, Sparks and Washoe County:

I am pleased to transmit to you the Annual Comprehensive Financial Report (ACFR) of the Regional Transportation Commission of Washoe County (RTC) for the fiscal year ended June 30, 2023. State law requires that all general-purpose local governments publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed Certified Public Accountants.

The ACFR consists of management's representations concerning the finances of the RTC. Consequently, management assumes full responsibility for the completeness and reliability of all of the information presented in this report. To provide a reasonable basis for making these representations, management of the RTC has established a comprehensive internal control framework that is designed to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the RTC's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the RTC's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

The RTC's financial statements have been audited by Crowe LLP, a firm of licensed Certified Public Accountants. The goal of the independent audit is to provide reasonable assurance that the financial statements for the fiscal year ended June 30, 2023, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the RTC's financial statements for the fiscal year ended June 30, 2023, are fairly presented in conformity with GAAP. The independent auditor's opinion is presented as the first component of the financial section of this report. The independent audit of the financial statements of the RTC was part of a broader, federally-mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standard governing Single Audit engagements

Honorable Chair and Members
Regional Transportation Commission
December 15, 2023

require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement MD&A and should be read in conjunction with it. The RTC's MD&A can be found immediately following the report of the independent auditors.

Profile of the Government

The RTC is located in Northern Nevada. It serves the cities of Reno and Sparks, and Washoe County. The RTC's designated urbanized service area is 165 square miles and serves a population of 501,206.

Two major sources of revenue for the RTC are fuel tax and sales tax (public transportation tax). Fuel tax and sales tax can be designated for the RTC transportation purposes by the Nevada State Legislature and must be implemented by Washoe County ordinance. By statute, the RTC may exercise the power of eminent domain with the approval of the City or County in which the property lies.

The RTC has operated as a special purpose unit of government since 1979, as a result of legislation approved in the 1979 Nevada State Legislature.

Overall agency guidance is provided by the Commission, which is composed of locally elected officials. Members of the Commission are appointed by their respective political jurisdiction and include two (2) members representing Washoe County, two (2) members representing the largest city in the jurisdiction (City of Reno), and one (1) member representing the other city in the jurisdiction (City of Sparks). They serve staggered two-year terms.

The Commission establishes and approves policy direction for the agency in all program areas. Policy established by the Commission is implemented through a professional/technical staff supervised by an Executive Director.

As the Executive Director, I serve at the pleasure of the Commission and I am considered to be an unclassified employee. The Commission establishes compensation for the Executive Director position. Department Directors and certain administrative and senior-level personnel are also unclassified employees of the RTC and are subject to a classification and compensation plan approved by the Commission. Remaining staff are classified employees of the RTC and are also subject to a classification and compensation plan approved by the Commission.

The RTC is responsible for three major transportation programs:

Public Transportation Program - The RTC operates public transportation for fixed-route, paratransit, microtransit, and vanpool in conformance with Nevada Revised Statutes. The RTC has the responsibility and the authority to appropriate money from the Public Transit Fund for such purposes and may provide for all functions incident to the administration and operation of public transportation.

Separate contracts have been established for the public transportation elements of the RTC. Keolis

Transit Services, LLC, provides turnkey operation for RTC RIDE, the local fixed-route bus system, RTC RAPID, the bus rapid transit service, and RTC REGIONAL CONNECTOR, a commuter service between Reno/Sparks and Carson City. The RTC REGIONAL CONNECTOR service is funded by the RTC and the city of Carson City. The RTC also has a turnkey contract with MTM Transit, LLC, for the operation of RTC ACCESS, the ADA paratransit service and RTC FlexRIDE, an on-demand microtransit service. RTC established general service delivery policies for both systems and receives all revenues and purchases and maintains ownership of all assets of the transit operations.

In addition, the RTC helps fund transit service on the North Shore of Lake Tahoe for the Tahoe Truckee Area Rapid Transit (TART) system. The service is provided by Placer County, California, through a contractual agreement, with RTC reimbursing Placer County for the transit service provided in the Washoe County portion of the Tahoe basin.

Transportation Planning- The RTC is designated as the Metropolitan Planning Organization (MPO) for Washoe County. In that capacity, the RTC is responsible for establishing policy direction for transportation planning. This responsibility includes the approval of the Regional Transportation Plan (RTP), the annual Five-Year Financial Plan, Regional Transportation Improvement Program (RTIP), Unified Planning Work Program (UPWP), and the establishment and approval of federal funding priorities in certain program areas. The RTC provides major project review of the transportation impacts of new projects and developments.

Regional Street and Highway Program - The primary responsibility of the RTC in the Regional Street and Highway program is to approve and implement road projects through a priority-setting process in both the technical and political levels.

The RTC's Budget Process

The annual budget serves as the foundation for the RTC's financial planning and control. All Department Directors of the RTC are required to submit their budgets for approval by the Executive Director in March of each year. The RTC uses zero-based budgeting. Each department's budget is presented in extensive line item detail. A budget workshop is held for the Commissioners in February. A draft budget is presented to the Commission in April. Any Commissioners' changes are included in the final document, and that document is presented for a public hearing and approval in May. The appropriated budget is prepared by fund, function (e.g., Street and Highway), and department (e.g., Finance). Department Directors may make transfers of appropriations within a department. Transfers of appropriations between departments require the approval of the Executive Director. Any increase in Fund Budgets requires the approval of the Commission. Budget-to-actual comparisons are provided in this report for each individual governmental fund for which an appropriated annual budget has been adopted. For the major governmental funds, the General Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, these comparisons are presented as part of the basic financial statements. For the nonmajor governmental fund, with appropriated annual budgets, these comparisons are presented in the Nonmajor Governmental Fund subsection of this report, following the basic financial statements. For the Public Transit Fund, the comparison is presented as part of the other supplementary information.

Agency Accomplishments - FY 2023

- Completed preventative preservation projects:
 - ❖ Peckham Lane Rehab
 - ❖ Kings Row Rehab

Honorable Chair and Members
Regional Transportation Commission
December 15, 2023

- Completed Safety Improvements:
 - ❖ 148 new pedestrian ramps
 - ❖ 152 new ADA-accessible driveways
 - ❖ 4.67 miles of new sidewalks
 - ❖ 13 new crosswalks (54 replaced)
 - ❖ 2.5 miles of new bike lanes
- Completed Lemmon Drive Segment 1 Project
- Completed 71 regional signal timing improvements
- Received two new hydrogen fuel cell vehicles for placement into service in 2024
- Implemented new technology for tracking and publishing the location of transit vehicles
- Launched the Transit app for passengers
- Expanded the FlexRIDE program, including doubling of FlexRIDE ridership
- Improved the Washoe Senior Rides program
- Purchased four new Proterra battery electric vehicles
- Purchased ten new vehicles for ACCESS and FlexRIDE
- Completed update to Vision Zero Truckee Meadows Action Plan
- Completed expansion of travel demand model to incorporate the Fernley area
- Initiated South Virginia Street Transit Oriented Development Study
- Initiated Regional Freight Plan
- Initiated Active Transportation Plan
- Updated Transportation Alternatives Set-Aside Program and prepared recommendations for FY24/25 awards
- Adopted FY24/25 UPWP
- Revised Safe Streets and Roads for All grant application
- Prepared FY23-27 RTIP adoption
- Completed Verdi Area Multimodal Transportation Study
- Updated Public Participation Plan
- Received a Low-No grant of \$8.78M for six hydrogen fuel cell buses and expansion of hydrogen fueling facilities
- Received a grant from the City of Sparks to provide free rides to senior citizens on the Sparks / Spanish Springs FlexRIDE
- Received two grants from NV Energy for expansion of charging infrastructure at 4th Street Station and for a study to repurpose 2nd life batteries
- Concluded a project with FTA and UNR regarding Real Time Asset Management using Digital Twin Technology.
- Received unmodified opinion - Certified Audit

Factors Affecting Financial Condition

Local economy - Washoe County experienced a smoothing in economic growth during Fiscal Year 2023 as the area has begun to normalize from the impacts of the COVID-19 pandemic. The area's economy is principally based in the trade and service sectors. Although gaming and other recreational activities represent a major portion of Washoe County's economy, the area has diversified its business base with the expansion of distribution, warehousing, and manufacturing facilities. During the fiscal year, Washoe County added 6,090 jobs. Several areas of Washoe County employment experienced job growth during the fiscal year, however, the majority of the workforce increases were in leisure and hospitality industry, construction, and manufacturing.

Honorable Chair and Members
Regional Transportation Commission
December 15, 2023

Statewide gross gaming revenues continue to grow as they were up 6.69% over the prior year. Washoe County gross gaming revenues were up 6.12% as of June 2023.

Washoe County's median home sale price decreased 6.9% over prior year as of June 2023, however, affordable housing challenges still exist in the area.

Due to Washoe County's economic diversification, increased consumer spending, and positive impact of inflation to the revenue base, sales tax revenue for FY 2023 remained stable coming in 5% higher than the prior year. Additionally, FY 2023 fuel tax revenues increased 1.17% over the prior year due to indexing of gasoline gallons sold.

Nevada has no personal income tax, and it is a right-to-work state. The State has no estate and/or gift taxes, no unitary taxes, no franchise taxes, and no inventory taxes. These factors have contributed to the State's tremendous growth over the last 20 years and will continue to be important for the State's future growth and continued recovery from the COVID-19 pandemic.

Long-term financial planning- As the MPO for surface transportation in the Truckee Meadows, the RTC uses a cooperative strategy inclusive of all local and state governments and community input. The RTC coordinates, plans, and executes Washoe County's transportation projects to serve the present and the future.

As the MPO, the RTC:

- designs and implements the short-range and long-range regional transportation plans for Washoe County;
- acquires federal, state, and local funding for major regional transportation projects;
- coordinates with local jurisdictions to identify traffic impacts from current and proposed residential and commercial development;
- defines measures to relieve congestion;
- creates traffic projections to anticipate and respond to future regional growth; and
- recommends, implements, and monitors new technologies for transit programs.

The foundation of the RTC planning program is a long-term RTP. The current RTP 2050 plan was adopted in March 2021. The RTP had substantial citizen involvement. The RTP serves as the region's long-range transportation plan to accommodate the master-planned developments in the City of Reno, City of Sparks, and Washoe County. The plan addresses all modes of travel including automobiles, transit, bicycles, pedestrians, aviation, rail, and goods movement as well as transportation management strategies to make the system more efficient.

Short Term Planning

The Transportation Optimization Plan Strategies (TOPS) for the fiscal years 2023-2027 was finalized in the final quarter of fiscal year 2022, and continued implementation through fiscal year 2023. The TOPS serves as the implementation plan for public transit with annual updates over the next five years. The TOPS is driven by the goals and policies of the RTP. The TOPS is a capital-intensive plan. Approximately \$192 million in capital and operating expenditures are programmed over five years. Continued changes in the economy and periodic financial forecasts may affect how some projects move forward. RIDE and ACCESS service levels are projected and implemented based on this plan.

Honorable Chair and Members
Regional Transportation Commission
December 15, 2023

Debt Management

The Road Program received a substantial revenue boost when NV Senate Bill 201 (indexing of Local, State, and Federal fuel taxes) was approved by the Legislature in June 2009. Collections began in January 2010. In an effort to stimulate the local economy, the Commission deviated from their usual pay-as-you-go philosophy and has initiated four bond sales totaling \$434.6 million. The first bond sale was completed in July 2009, the second in March 2010, the third in December 2010, and the fourth in April 2013. All bond sale funds have been expended and RTC has moved back to the pay-as-you-go method. RTC refunded the 2009, 2010B, 2010C and 2013 bonds in 2019 providing an average of \$6 million in annual debt services savings through maturity in 2043. Key future projects in the road program between now and the next ten years include: the Oddie /Wells Corridor Multi-modal Improvements project; the Sparks Boulevard corridor project; the Lemmon Drive corridor project, the Mill Street capacity project, Arlington Avenue Bridges project, and Pyramid Highway lane widening.

Operational Model

RTC uses privatization for implementation of the majority of its programs. RTC contracts out with engineering and construction firms for implementation of the road programs. Corridor studies are prepared by engineering and consulting firms. RTC contracts out the operation of RIDE and ACCESS through "turnkey" contracts, which are common in the transportation industry. The RTC maintains a staff of 61 employees to oversee the RTC programs.

Awards and Recognition

The RTC staff, projects, and services were recognized on various occasions in FY 2023 for their commitment to quality and meeting the needs of the community:

- Engineering News-Record Southwest awarded the RTC with the Award of Merit for the Diverging Diamond Interchange as part of the Lemmon Drive Phase 1 Project.
- The RTC's Lemmon Drive Phase One project won the American Society of Engineers Truckee Meadows Branch award for Project of the Year for Transportation.
- The RTC received the Project of the Year award for the Sun Valley Boulevard Multimodal Improvement Project Phase 1 at the Nevada Chapter of the American Public Works Association.

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the RTC for its ACFR for the fiscal year ended June 30, 2022. This was the 36th consecutive year that the government has achieved this prestigious award.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that RTC's FY 2023 ACFR continues to meet the Certificate of Achievement Program's requirements and anticipate continuing to receive certificates for future fiscal years.

Honorable Chair and Members
Regional Transportation Commission
December 15, 2023

The preparation of the ACFR on a timely basis could not have been accomplished without the efficient and dedicated services of the entire staff of the Finance Department and the Certified Public Accountants from Crowe LLP. We would like to express our appreciation to all who assisted and contributed to its preparation.

Respectfully Submitted,



Bill Thomas
Executive Director

Respectfully Submitted,



Christian Schonlau
Director of Finance/CFO

PRINCIPAL OFFICIALS

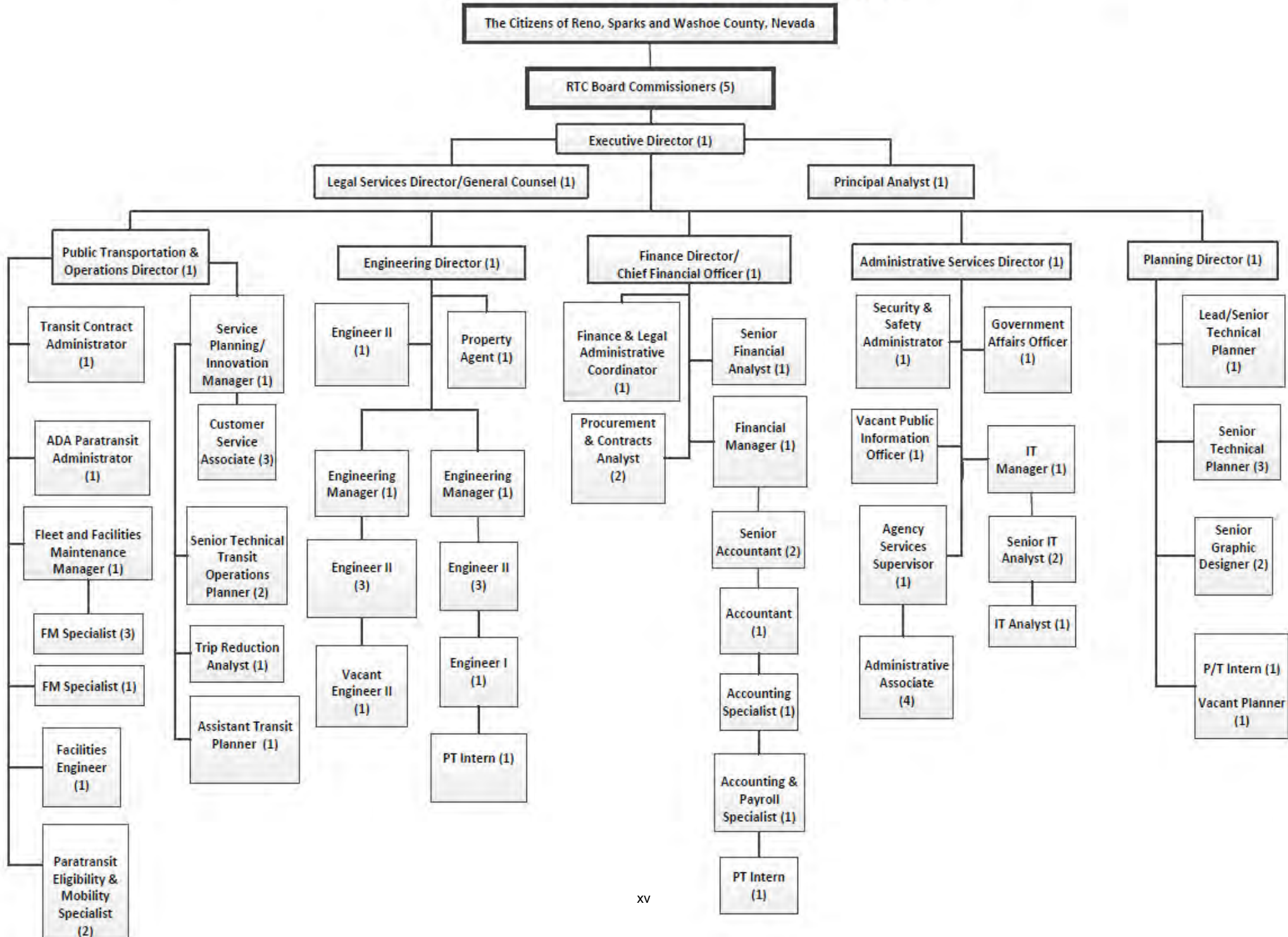
REGIONAL TRANSPORTATION COMMISSION

<u>OFFICE</u>	<u>NAME</u>	<u>TERM OF OFFICE</u>	<u>TERM EXPIRES</u>
 <u>Board Members</u>			
Chair	Ed Lawson	2 years	December 31, 2024
Vice-Chair	Alexis Hill	2 years	December 31, 2023
Board Member	Mariluz Garcia	2 years	December 31, 2024
Board Member	Hillary Schieve	2 years	December 31, 2024
Board Member	Devon Reese	2 years	December 31, 2023
 <u>RTC Staff</u>			
Executive Director *	Willam A. Thomas, AICP		Appointed
Director of Legal Services	Adam Spear, Esq.		Appointed
Director of Administrative Services	Laura Freed		Appointed
Chief Financial Officer	Christian Schonlau		Appointed
Director of Engineering	Dale Keller		Appointed
Director of Planning	Dan Doenges, PTP, RSP		Appointed
Director of Public Transportation	Mark Maloney		Appointed
 <u>Contracts</u>			
General Manager	Phil Pumphrey, Keolis Transit Services LLC		Contracted
General Manager	Geo Jackson, MTM Transit LLC		Contracted
Independent Auditor	Crowe LLP		Contracted

*The Executive Director is appointed by the Regional Transportation Commission. All other staff members are appointed by the Executive Director.

Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada

Fiscal Year 2023 Organization Chart





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Regional Transportation Commission
of Washoe County, Nevada**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morill

Executive Director/CEO



FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Commission, Reno, Sparks and Washoe County, Nevada (RTC), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the RTC's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the RTC, as of June 30, 2023, the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparison for the General Fund, Regional Road Impact Fee Fund and the Paratransit Services Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the RTC, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the RTC's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the RTC's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the RTC's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Report on Partial and Summarized Comparative Information

We have previously audited the RTC's 2022 financial statements, and we expressed unmodified opinions on the respective financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information in our report dated November 30, 2022. In our opinion, the partial and summarized comparative information presented herein as of and for the year ended June 30, 2022, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedules of Changes in the Total OPEB Liability and Related Ratios, the Schedule of Proportionate Share of the Net Pension Liability, and the Schedule of RTC Contribution as listed on the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the RTC's basic financial statements. The Individual Fund Statements and Schedules, Budget and Actual schedule for the Metropolitan Planning Organization Fund, Capital Assets Used in Operation of Governmental Funds, and the Schedule of Expenditures of Federal Awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Individual Fund Statements and Schedules, Capital Assets Used in the Operation of Governmental Funds, the Budget and Actual schedule for the Metropolitan Planning Organization Fund, and the Schedule of Expenditures of Federal Awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section, Statistical Section, and Other Reporting Information but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 29, 2023 on our consideration of the RTC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the RTC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the RTC's internal control over financial reporting and compliance.


Crowe LLP

Sacramento, California
November 29, 2023

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS

June 30, 2023

As management of the Regional Transportation Commission (RTC), we are presenting this narrative overview and analysis of the functional activities of the RTC for the fiscal year ended June 30, 2023. Readers are encouraged to consider the information presented here in conjunction with additional information furnished in the letter of transmittal, which can be found in the introductory section of this report.

FINANCIAL HIGHLIGHTS

- The RTC's cash and investments exceeded its liabilities due within one year by \$184 million at the close of the most recent fiscal year. The RTC's cash ratio is 5.1, meaning the RTC has 5.1 times the cash and investments available to meet current obligations. Last year's ratio was 5.5.
- The RTC's total net position increased by \$9.7 million. Net position of the governmental activities increased by \$7.4 million due to increased cash balances at year-end. Net position of the business-type activities increased by \$2.3 million mainly due to increases in capital assets and increases in cash balances at year end.
- At the close of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of \$176.5 million, a decrease of \$2.8 million in comparison with the prior year. Most of the decrease is due to the use of cash for road construction expenses.
- RTC's outstanding bond debt decreased from \$304.7 million to \$296.8 million, as a result of \$7.9 million in principal payments on existing debt. RTC did not issue any debt in the current fiscal year.
- The RTC's total revenue decreased 1.8% or \$3.4 million in comparison with the prior year. The decrease is due to decreases in operating grants and contributions. The RTC's primary revenue sources are Motor Vehicle Fuel tax and Public Transportation (Sales) tax. These two revenue sources comprise 53.0% and 24.5% of the RTC's revenues, respectively. Motor Vehicle Fuel tax revenue increased \$1 million or 1.1% due to the passage of State legislation authorizing additional indexing of taxes on motor vehicle fuel and special fuel based on a ten year rolling average of the Producer Price Index (PPI). The inflationary increases have been in effect since January 1, 2010. Public Transportation tax decreased \$0.2 million or 0.5% due to decreased taxable retail sales for the County.
- The RTC's total program revenues decreased 32.7% or \$17 million in comparison with the prior year. The decrease is mostly due to decreases in capital and operating grant revenues.
- Total expenses were \$173 million, an increase of 19.75% over the prior year primarily due to increases in road construction expenses in the general fund. Governmental activities made up 73.5% of the total expenses, a decrease of 1.5% over the prior year. Business-type activities made up 26.5% of the total expenses, an increase of 1.5% over the prior year due to decreases in governmental activities. Operating expenses for public transportation services increased 20.6% for the fiscal year primarily due to the increase in purchased transportation services expense.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the RTC's basic financial statements. The RTC's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the RTC's finances, in a manner similar to a private-sector business.

The Statement of Net Position presents information on all of the RTC's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the RTC is improving or deteriorating.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Government-wide Financial Statements (continued)

The Statement of Activities presents information showing how the RTC's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements distinguish functions of the RTC that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the RTC include general government activities, street and highway projects, transportation services, and metropolitan planning. The business-type activity of the RTC includes public transportation.

The government-wide financial statements can be found on pages 19-20 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. The RTC, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the RTC can be divided into two categories: governmental funds and a proprietary fund.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the RTC's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The RTC maintains five individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the General Fund, Debt Service Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, all of which are considered to be major funds and for the Metropolitan Planning Organization Fund which is considered to be a nonmajor fund.

Additional data for all of the governmental funds is provided in the supplementary information section of this report.

The RTC adopts an annual appropriated budget for all funds. Budgetary comparison statements and schedules have been provided to demonstrate compliance with these budgets.

Proprietary Fund

The RTC maintains one proprietary fund. This proprietary fund, an enterprise fund, is used to report the same functions presented as business-type activities in the government-wide financial statements. The RTC uses this fund to account for public transportation.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 34-64 of this report.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Other Information

Required supplementary information concerning the RTC's progress in funding its obligation to provide pension benefits and OPEB to its employees and retirees can be found on pages 66-68.

Other supplementary information, including individual fund statements and schedules providing budget to actual comparisons and schedules of capital assets used in the operations of governmental funds, are presented after the basic financial statements.

The Statistical Section provides detailed multi-year information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the RTC's overall financial health.

GOVERNMENT-WIDE OVERALL FINANCIAL ANALYSIS

RTC'S NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2023	2022	2023	2022	2023	2022
Assets:						
Current and other assets	\$ 205,117,323	\$ 199,106,900	\$ 65,894,804	\$ 61,673,517	\$ 271,012,127	\$ 260,780,417
Capital assets	8,198,461	7,308,059	102,896,230	104,391,135	111,094,691	111,699,194
Total assets	213,315,784	206,414,959	168,791,034	166,064,652	382,106,818	372,479,611
Deferred Outflows of Resources:						
Deferred outflows related to pension	3,578,468	3,325,030	1,615,244	1,524,073	5,193,712	4,849,103
Deferred outflows related to OPEB	5,006,496	6,293,119	2,259,827	2,884,537	7,266,323	9,177,656
Deferred outflows related to debt refunding	2,429,112	2,564,063	-	-	2,429,112	2,564,063
Total deferred outflows of resources	11,014,076	12,182,212	3,875,071	4,408,610	14,889,147	16,590,822
Liabilities:						
Noncurrent liabilities	347,475,352	357,974,236	10,520,848	11,044,296	357,996,200	369,018,532
Other liabilities	33,915,888	25,792,308	6,266,151	6,212,308	40,182,039	32,004,616
Total liabilities	381,391,240	383,766,544	16,786,999	17,256,604	398,178,239	401,023,148
Deferred Inflows of Resources:						
Deferred inflows related to pension	374,341	4,586,186	168,970	2,102,141	543,311	6,688,327
Deferred inflows related to OPEB	5,521,164	424,635	2,492,136	194,637	8,013,300	619,272
Deferred inflows related to debt refunding	2,594,893	2,727,359	-	-	2,594,893	2,727,359
Total deferred inflows of resources	8,490,398	7,738,180	2,661,106	2,296,778	11,151,504	10,034,958
Net position:						
Net investment in capital assets	8,198,461	7,308,059	102,847,391	104,015,741	111,045,852	111,323,800
Restricted	171,271,723	171,402,375	-	-	171,271,723	171,402,375
Unrestricted	(345,021,964)	(351,617,987)	50,370,609	46,904,139	(294,651,355)	(304,713,848)
Total net position	\$ (165,551,780)	\$ (172,907,553)	\$ 153,218,000	\$ 150,919,880	\$ (12,333,780)	\$ (21,987,673)

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Net Position

The Statement of Net Position presents information on all of the RTC's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference reported as net position. As noted earlier, net position may serve over time as a useful indicator of the RTC's financial position. In the case of the RTC, total liabilities exceeded total assets by \$12,333,780 at the close of the current fiscal year. RTC's negative net position results from revenue bond financing of infrastructure assets that are not included in RTC's capital assets (Note O).

A significant portion of RTC's net position represents resources that are subject to external restrictions (e.g. statutes, bond covenants, and grants) on how they may be used. Restricted net position decreased \$130,652 from the prior year due to decreased cash from revenues restricted for street and highway construction.

Unrestricted net position may be used to meet the government's ongoing obligations to its citizens and creditors. RTC's negative unrestricted net position decreased \$10,062,493 from the prior year due to increases in cash balances.

Another significant portion of RTC's total net position is its net investment in capital assets, (e.g. land, buildings, machinery, and equipment) less any related outstanding debt used to acquire those assets. RTC's net investment in capital assets decreased by a net amount \$277,948 over the prior year due to the addition of replacement buses and vans along with building improvement less depreciation expense.

The RTC did not use debt to acquire capital assets in this fiscal year. The RTC uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. If the RTC uses debt to purchase capital assets in future fiscal years, it should be noted that the resources needed to repay any long-term obligations must be provided from other sources, since the capital assets themselves cannot be used to liquidate these types of liabilities.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

RTC's CHANGES IN NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2023	2022	2023	2022	2023	2022
Revenues:						
Program revenues						
Charges for services	\$ 11,416,422	\$ 11,184,492	\$ 3,693,105	\$ 2,697,564	\$ 15,109,527	\$ 13,882,056
Operating grants and contributions	4,650,592	16,194,460	6,880,020	12,482,164	11,530,612	28,676,624
Capital grants and contributions	2,004,468	430,539	6,278,805	8,928,815	8,283,273	9,359,354
Total program revenues	18,071,482	27,809,491	16,851,930	24,108,543	34,923,412	51,918,034
General revenues:						
Motor vehicle fuel taxes	96,662,346	95,583,664	-	-	96,662,346	95,583,664
Public transportation taxes	13,312,146	8,846,777	30,560,732	35,233,886	43,872,878	44,080,663
Investment earnings (loss)	2,906,110	(4,402,550)	966,554	(1,574,140)	3,872,664	(5,976,690)
Gain on sale of assets	2,876,044	-	-	-	2,876,044	-
Other miscellaneous	163,670	178,227	96,016	114,056	259,686	292,283
Total general revenues	115,920,316	100,206,118	31,623,302	33,773,802	147,543,618	133,979,920
Total revenues	133,991,798	128,015,609	48,475,232	57,882,345	182,467,030	185,897,954
Expenses:						
Street and highway	87,687,011	77,458,698	-	-	87,687,011	77,458,698
Transportation services	10,820,666	9,434,738	-	-	10,820,666	9,434,738
Regional road impact fees	12,554,698	3,968,001	-	-	12,554,698	3,968,001
Metropolitan planning	2,452,595	3,097,385	-	-	2,452,595	3,097,385
Public transportation	-	-	45,937,112	36,091,470	45,937,112	36,091,470
Debt service	13,361,055	14,135,809	-	-	13,361,055	14,135,809
Total expenses	126,876,025	108,094,631	45,937,112	36,091,470	172,813,137	144,186,101
Change in net position before transfers	7,115,773	19,920,978	2,538,120	21,790,875	9,653,893	41,711,853
Transfers	240,000	120,000	(240,000)	(120,000)	-	-
Change in net position	7,355,773	20,040,978	2,298,120	21,670,875	9,653,893	41,711,853
Net position - July 1	(172,907,553)	(192,948,531)	150,919,880	129,249,005	(21,987,673)	(63,699,526)
Net position - June 30	\$ (165,551,780)	\$ (172,907,553)	\$ 153,218,000	\$ 150,919,880	\$ (12,333,780)	\$ (21,987,673)

Change in Net Position

The RTC's overall net position increased \$9,653,893 from the prior year due to increases in charges for services revenues. Program revenues are directly related to service activities of a function. Total program revenues decreased from the prior year due to operating and capital grants and contributions decrease due to timing of grant reimbursements for capital bus purchases. Total general revenues increased \$13,563,698 or 10% from the prior year mostly due to an increase in investment earnings, gains on land sales, and a 1.13% increase in motor vehicle fuel taxes. Total general revenue increases were offset by decreases in public transportation taxes. General revenues represent 80% of total revenues. Total expenses increased by \$28,627,036 or 19.75% from the prior year mostly from increases in street and highway program expenses.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT’S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

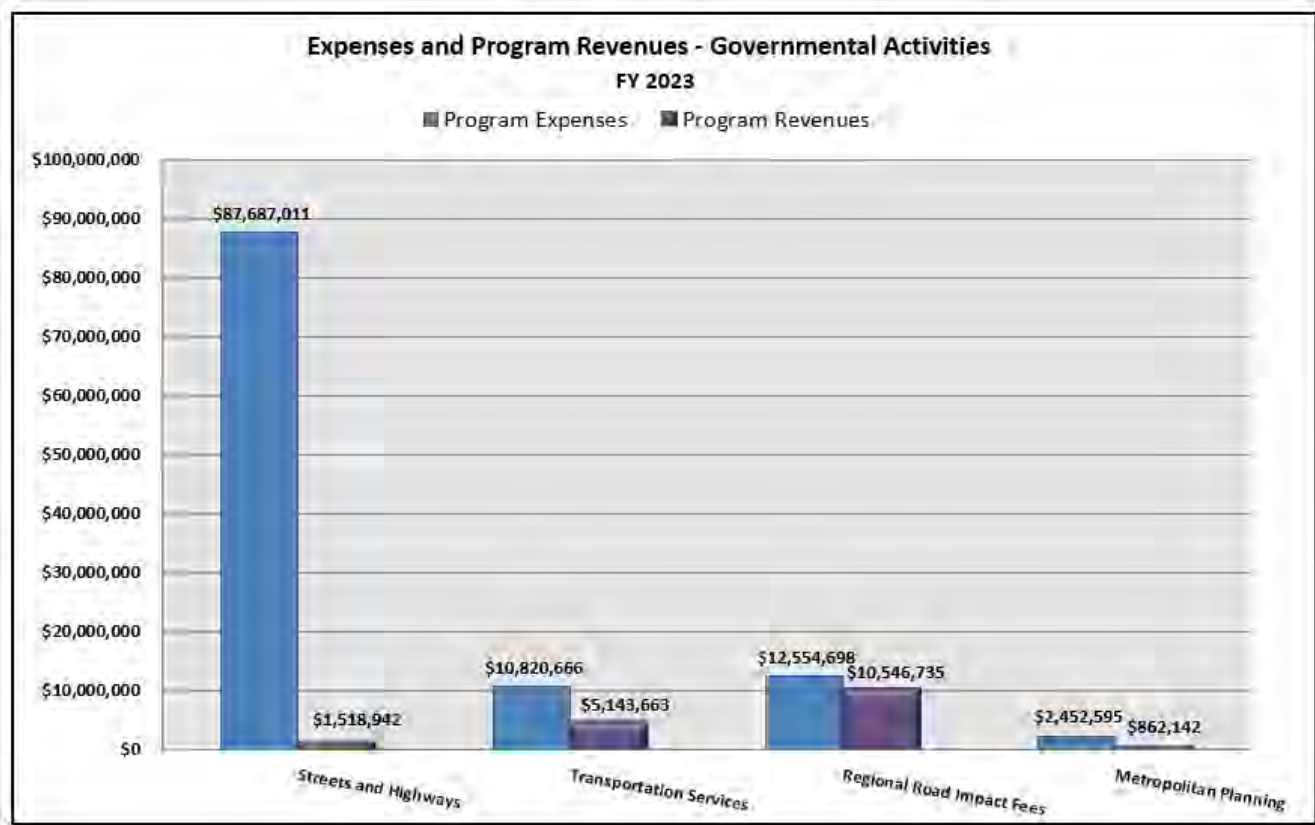
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Governmental Activities

Governmental activities include programs for street and highway, transportation services, and metropolitan planning. Governmental activities increased the RTC’s net position by \$7,355,773. The key elements of this increase are:

- Motor vehicle fuel tax revenue increased from the prior year by \$1,078,682 or 1.1%;
- Public transportation tax revenue increased from the prior year by \$4,465,369 or 5.5% due to higher transfer of 1/8 Public Transportation tax for the constructions of street and highway projects;
- Gain on sale of assets increased from the prior year by \$2,876,044 due to sale of land;
- Investment Earnings increased from the prior year by \$7,308,660 due to market changes; and
- Street and highway expenses increased from prior year by \$10,228,313 or 13.2% due to the timing of planned road construction projects.

The following chart depicts the expenses and program revenues for governmental activities:



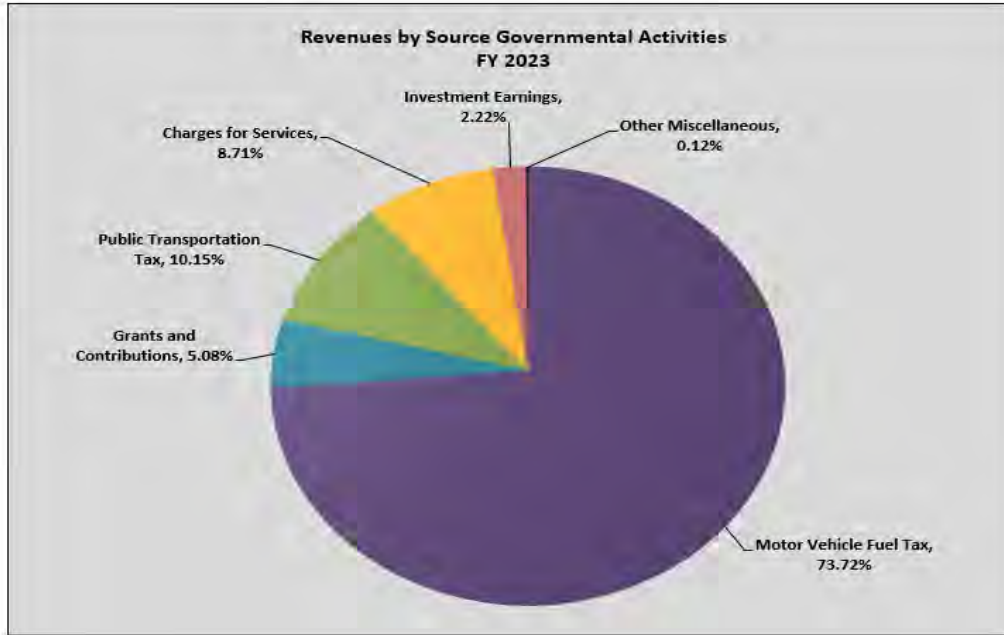
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

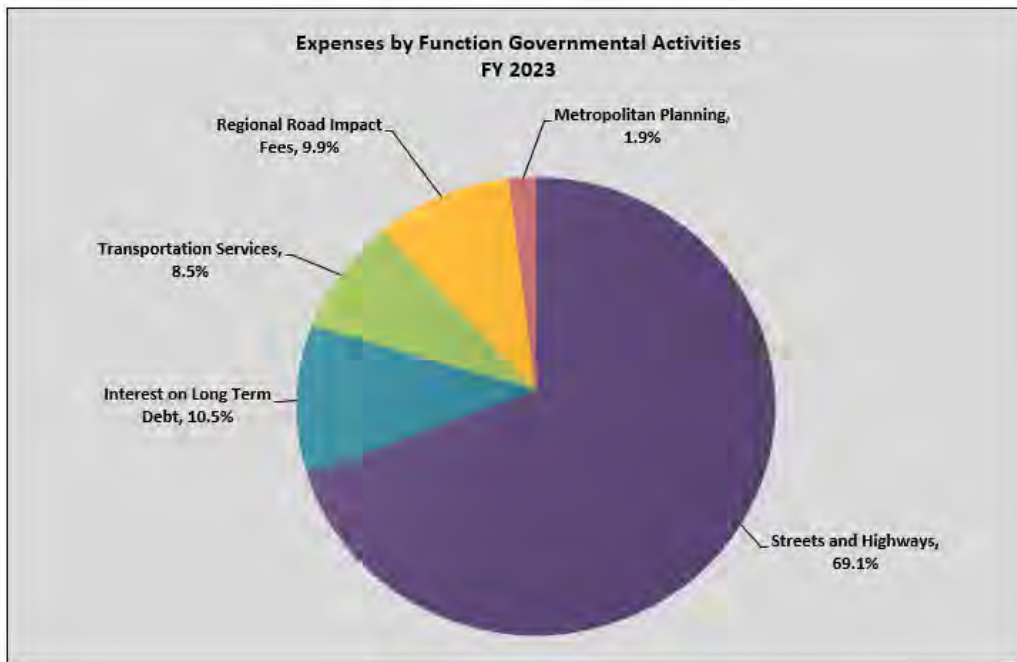
June 30, 2023

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

The following chart depicts the governmental activities revenues by source for the current fiscal year:



The following chart depicts the governmental activities expenses by function for the current fiscal year:



**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

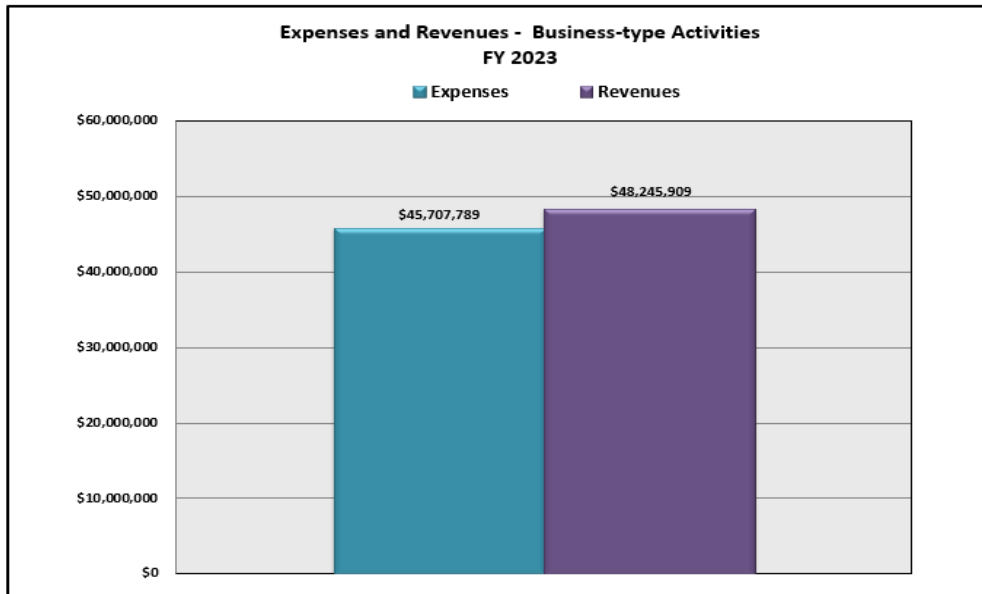
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Business-type Activities

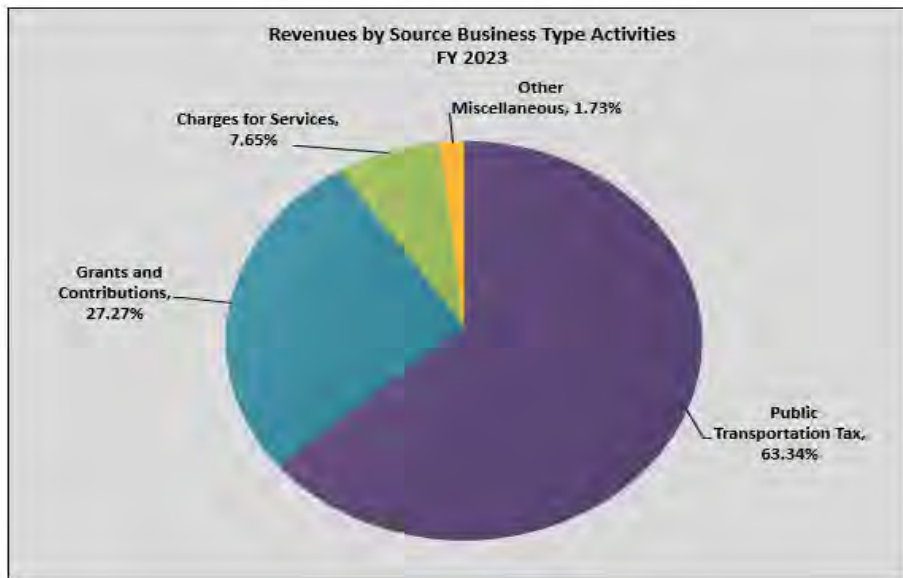
Under this section there is only one program, Public Transportation. Business-type activities increased the RTC's net position by \$2,298,120. The key elements of this increase are:

- Investment earnings increased by \$2,540,694 due to market changes.

The following chart depicts the expenses and revenues for business-type activities:



The following chart depicts the business-type activities revenues for current fiscal year:



**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS

June 30, 2023

FINANCIAL ANALYSIS OF THE RTC'S FUNDS

As noted earlier, the RTC uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the RTC's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the RTC's financing requirements. In particular, unrestricted fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of \$176,465,836 an increase of \$2,816,830 in comparison with the prior year primarily due to increases in cash. Most of RTC's governmental fund balances are externally restricted and limited in their use.

General Fund

The General Fund is the primary operating fund of the RTC. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional street and highway expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management. At the end of the current fiscal year, the nonspendable fund balance of the general fund was \$248,505 for prepaid expenses and deposits. Restricted fund balance was \$114,709,937 for federal grants match and road construction projects. There is no unassigned fund balance in the General Fund.

The fund balance of the RTC's General Fund decreased \$5,075,037 or 4.2% during the current fiscal year mostly due to decreases in cash used for road construction project expenditures.

Debt Service Fund

The Debt Service Fund is a governmental fund used to account for RTC's debt service requirements. The existing debt in this fund is backed by Motor Vehicle Fuel tax revenues and 1/8th percent of Public Transportation (Sales) tax. The ending fund balance at June 30, 2023, is \$24,917,497 and is restricted for future principal and interest payments on revenue bonds.

Regional Road Impact Fee Fund

The Regional Road Impact Fee Fund is a special revenue fund for road projects funded with impact fees. The fees consist of two components, cash impact fees and impact fee waivers. Waivers are given to developers for the construction of major arterial roads during development. Waivers are booked as a revenue and expenditure with a net zero effect on the financial statements, therefore, they are not included in analysis of fund balance. Ending fund balance at June 30, 2023, is \$29,429,518 of which \$192,975 is nonspendable for prepaid expenses and \$29,236,543 is restricted for road construction projects. The Regional Road Impact Fee fund balance increased \$2,056,950 or 7.5% for the current fiscal year mostly due to increases in cash impact fee revenue.

Paratransit Services Fund

The Paratransit Services Fund is a special revenue fund, which consists of the paratransit service RTC ACCESS for people with disabilities. The Paratransit Services Fund also records all transactions for the Washoe Senior Ride Program, a taxi subsidy for elderly residents of Washoe County and FlexRIDE a microtransit service. The ending fund balance at June 30, 2023, is \$6,245,588, of which \$67,566 is nonspendable for prepaid expenses and \$2,061,880 is restricted for federal grants match and \$4,116,142 is assigned for future expenditures. Unassigned fund balance is a zero.

The Paratransit Services fund balance decreased \$568,050 or 8% for the current fiscal year mostly due to decrease in cash.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

Paratransit Services Fund (continued)

RTC ACCESS service levels were lower for the current fiscal year and demand for paratransit services decreased due to the after-effects of COVID-19 pandemic and driver labor shortages during the early part of the fiscal year. The operating statistics for RTC ACCESS are:

- RTC ACCESS carried a total of 105,614 passengers in FY 2023 compared with 118,659 in FY 2022; and
- RTC ACCESS operated 59,420 revenue vehicle hours in FY 2023 compared with 61,551 hours in FY 2022; and
- RTC ACCESS traveled 836,100 revenue vehicle miles in FY 2023 compared to 953,934 miles in FY 2022.

Metropolitan Planning Organization Fund

The Metropolitan Planning Organization Fund is a special revenue fund. The RTC serves as the Metropolitan Planning Organization (MPO) for Washoe County. The MPO is funded by transfers of public transportation (sales) tax revenues, fuel tax revenues and federal transportation planning grants. The Metropolitan Planning Organization ending fund balance at June 30, 2023, is \$914,791, of which \$23,134 is nonspendable for prepaid expenses, \$410,804 is restricted for federal grants match and \$480,853 is assigned for future expenditures.

The total fund balance increased \$87,374 or 10.6% for the current fiscal year mostly due to increases in cash and federal highway grant receivables for the Unified Planning Work Program (UPWP).

Proprietary Fund

The RTC's proprietary fund provides the same type of information found in the government-wide financial statements but this fund's statements provide more detail.

Proprietary Operations

The proprietary fund consists of an enterprise fund for the RTC RIDE transit system. The RTC RIDE transit system has been in operation since September, 1978.

RTC RIDE ridership increased 35% over the prior fiscal year due to COVID-19 pandemic restriction no longer in place, and no labor strikes occurred, along with the increase in rides per service hour productivity. The operating statistics for RTC RIDE are:

- RTC RIDE carried a total of 4,865,750 passengers in FY 2023 compared to 3,597,006 passengers in FY 2022; and
- RTC RIDE operated 255,430 revenue service hours in FY 2023 compared to 183,049 revenue service hours in FY 2022; and
- RTC RIDE traveled 2,767,752 revenue miles in FY 2023 compared to 2,023,498 revenue miles in FY 2022.

RTC RIDE currently operates 25 total routes, including RTC SIERRA SPIRIT, RTC RAPID and RTC INTERCITY most of which operate seven days a week with one route operating 24 hours per day.

Revenues

The revenue sources for the RTC RIDE transit system are a 5/16 percent public transportation tax revenue, passenger revenues, investment income, advertising revenue, and Federal and State capital and operating grants.

In November 1982, voters of Washoe County approved a 1/4 percent sales tax increase for the purpose of public transportation and related support services. This tax is to be used for the operation of the RTC RIDE transit system, transportation planning, paratransit services, and other transportation services. This revenue source cannot be used for the construction of street and highway projects.

Effective July 1, 2003, an additional 1/8 percent sales tax was implemented. This revenue source can be used for public transportation or the construction of street and highway projects as directed by RTC management.

In total Public Transportation tax revenue was \$43,872,878 in FY 2023 compared to \$44,080,663 in FY 2022, a decrease of \$207,785 or 0.5%.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

RTC RIDE passenger revenues were \$3,097,240 in FY 2023 compared to \$2,129,004 in FY 2022, an increase of \$968,236 or 45.5% due to increases in ridership.

Federal funding amounts, received from the Federal Transit Administration (FTA), are based on nationwide formula allocations included in the Surface Transportation Act and discretionary grants. The RTC has built or renovated three major facilities and currently has a total fleet of 80 coaches. The FTA has participated in most of the transit and paratransit capital acquisitions.

Expenses

RTC RIDE operating expenses, including depreciation, in FY 2023 were \$45,707,789 compared to \$36,020,593 in FY 2022, an increase of \$9,687,196 or 26.9%; due to increase in purchased transportation services expense.

GENERAL FUND BUDGETARY HIGHLIGHTS

Total revenues were under budget by \$12,804,344 primarily due to decrease in federal grants and lower transfer of 1/8th Public Transportation tax used on road construction expenditures. Total expenditures were \$38,325,203 under budget due to the timing of planned road construction projects.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The RTC's investment in capital assets for its governmental and business-type activities as of June 30, 2023 amounted to \$111,094,691 (net of accumulated depreciation). The RTC's net investment in capital assets for the current fiscal year decreased \$604,503 or 0.5% mostly due to the disposition of the coaches.

Capital spending decisions are based upon:

- Needs defined in the Regional Transportation Plan, and
- The availability of FTA funding and local funding

Major capital assets events during the current fiscal year included the following:

- Six replacement buses \$4,617,413
- Fifteen replacement Access vans \$2,142,190
- RTC facility improvements \$452,097
- New RAPID station and shelters \$1,349,643.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

CAPITAL ASSET AND DEBT ADMINISTRATION (CONTINUED)

Capital Assets (continued)

RTC's CAPITAL ASSETS (Net of Depreciation) (Expressed in Thousands)						
	Governmental Activities		Business-Type Activities		Total	
	2023	2022	2023	2022	2023	2022
Land	\$ 1,807	\$ 2,282	\$ 16,682	\$ 16,682	\$ 18,489	\$ 18,964
Water Rights	1,300	1,300	-	-	1,300	1,300
Construction in progress	190	453	10,462	11,023	10,652	11,476
Total capital assets not being depreciated	3,297	4,035	27,144	27,705	30,441	31,740
Coaches/vehicles	8,703	6,843	57,335	62,277	66,038	69,120
Buildings and leasehold improvements	7,116	7,074	68,577	66,163	75,693	73,237
Miscellaneous equipment	2,598	2,384	8,880	8,400	11,478	10,784
Computer equipment	-	-	2,028	1,969	2,028	1,969
Office furniture	-	-	7	128	7	128
Passenger shelters	-	-	12,588	12,588	12,588	12,588
Communications equipment	-	-	2,040	2,040	2,040	2,040
Revenue collection equipment	-	-	1,965	1,585	1,965	1,585
Accumulated depreciation	18,417	16,301	153,420	155,150	171,837	171,451
Total capital assets being depreciated (net)	(13,516)	(13,028)	(77,668)	(78,464)	(91,184)	(91,492)
Capital assets (net)	\$ 8,198	\$ 7,308	\$ 102,896	\$ 104,391	\$ 111,094	\$ 111,699

Additional information on the RTC's capital assets can be found in Note E in the Notes to the Financial Statements and the Supplementary Information section.

Long-term Debt

At the end of the fiscal year, RTC had total bonded debt outstanding of \$296,765,000. The proceeds from all bond issues are used for financing the construction of street and highway projects. RTC's current fiscal year outstanding debt decreased \$7.9 million as a result of debt principal payments on debt.

Additional information of the RTC's long-term debt including a roll-forward of debt, debt issues outstanding and future debt service requirements can be found in Notes I and J in the Notes to the Financial Statements.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2023

ECONOMIC FACTORS

- Nevada is beginning to experience smoothing in economic growth after rebounding strongly from the effects of COVID-19.
- Nevada's overall unemployment rate as of June 2023 was 5.7%, up 1% compared to June 2022, and is 1.9% higher than the national average of 3.8%. While unemployment rates remain low, Nevada showed the highest unemployment rate in the nation based on national data released for the period ending May 2023.
- Washoe County's County's unemployment rate is lower than the statewide average at 4.5% for June 2023, but is up 1.2% compared to June 2022.
- Nevada experienced an overall jobs increase of 3.8%, with the largest employment gains in the leisure and hospitality industry, and professional services industry. Both sectors now exceed peak employment levels prior to the COVID-19 pandemic. Health services, education, and construction also experienced strong job growth. As of June 2023, Nevada added 56,500 jobs.
- Washoe County experienced overall increase of 2.4% or 6,090 jobs with the largest employment increases matching those at the statewide level.
- Consumer Price Index (CPI) was 3.5% for the western region for June 2023 down 5.3% in comparison to June 2022.
- Nevada's statewide taxable sales showed a modest increase of 2.8% for FY 2023. Washoe County taxable sales remained mostly flat, increasing at 0.5% for FY 2023.
- Median home sale prices in Washoe County fell significantly as June of 2023 as compared to June of 2022. Median home price fell from 605,995 to 563,805 over the prior year.
- Washoe County fuel consumption was down 7.39% for FY 2023 and Nevada's statewide fuel consumption was down 7.21% for FY 2023. The fiscal year fuel consumption decreases are attributed to increased fuel prices and inflationary pressures on other consumer goods.

All of these factors were considered in preparing the RTC's budget for fiscal year 2024.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the RTC's finances for all those with an interest in the RTC's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Regional Transportation Commission, 1105 Terminal Way, Suite 300, Reno, NV 89502.



BASIC FINANCIAL STATEMENTS

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

STATEMENT OF NET POSITION

June 30, 2023

	Primary Government		
	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments in custody of County Treasurer	\$ 128,517,761	\$ 42,054,085	\$ 170,571,846
Cash in bank and on hand	24,998,087	8,567,402	33,565,489
Restricted cash and investments	24,834,029	-	24,834,029
Accounts receivable	391,198	75,326	466,524
Due from federal government	3,684,263	6,008,766	9,693,029
Due from State of Nevada	17,654,459	7,673,303	25,327,762
Interest receivable	318,742	98,310	417,052
Impact fees receivable	2,225,327	-	2,225,327
Internal balances	(690,044)	690,044	-
Inventory	-	169,583	169,583
Prepaid expenses, deposits and other assets	532,180	557,985	1,090,165
Assets held for resale	2,651,321	-	2,651,321
Capital Assets:			
Land and construction in progress	1,997,665	27,144,660	29,142,325
Water Rights	1,300,000	-	1,300,000
Property, buildings and equipment, net of accumulated depreciation	4,900,796	75,751,570	80,652,366
Total assets	<u>213,315,784</u>	<u>168,791,034</u>	<u>382,106,818</u>
Deferred Outflows of Resources			
Deferred outflows related to pension	3,578,468	1,615,244	5,193,712
Deferred outflows related to OPEB	5,006,496	2,259,827	7,266,323
Deferred outflows related to debt refunding	2,429,112	-	2,429,112
Total deferred outflows of resources	<u>11,014,076</u>	<u>3,875,071</u>	<u>14,889,147</u>
Liabilities			
Accounts payable	18,219,308	3,196,521	21,415,829
Retentions payable	3,625,580	48,839	3,674,419
Accrued liabilities	295,862	2,505,616	2,801,478
Unearned revenue	4,754,745	515,175	5,269,920
Interest payable	7,020,395	-	7,020,395
Noncurrent liabilities:			
Due within one year	10,083,674	-	10,083,674
Due in more than one year	315,857,665	-	315,857,665
Net pension liability	10,233,313	4,619,100	14,852,413
Total OPEB liability	11,300,700	5,901,748	17,202,448
Total liabilities	<u>381,391,242</u>	<u>16,786,999</u>	<u>398,178,241</u>
Deferred Inflows of Resources			
Deferred inflows related to pension	374,341	168,970	543,311
Deferred inflows related to OPEB	5,521,164	2,492,136	8,013,300
Deferred inflows related to debt refunding	2,594,893	-	2,594,893
Total deferred inflows of resources	<u>8,490,398</u>	<u>2,661,106</u>	<u>11,151,504</u>
Net Position			
Net investment in capital assets	8,198,461	102,847,391	111,045,852
Restricted for:			
Street and highway construction	142,263,901	-	142,263,901
Federal grants match	4,155,263	-	4,155,263
Debt service	24,852,559	-	24,852,559
Total restricted net position	171,271,723	-	171,271,723
Unrestricted	(345,021,964)	50,370,609	(294,651,355)
Total net position	<u>\$ (165,551,780)</u>	<u>\$ 153,218,000</u>	<u>\$ (12,333,780)</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

STATEMENT OF ACTIVITIES

Year ended June 30, 2023

FUNCTIONS/PROGRAMS	Program Revenues				Net (Expense) Revenue and Changes in Net Position		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary government							
Governmental activities:							
Street and highway	\$ 87,687,011	\$ 607,016	\$ 911,926	\$ -	\$ (86,168,069)	\$ -	\$ (86,168,069)
Transportation services	10,820,666	262,671	2,876,524	2,004,468	(5,677,003)	-	(5,677,003)
Regional road impact fees	12,554,698	10,546,735	-	-	(2,007,963)	-	(2,007,963)
Metropolitan planning	2,452,595	-	862,142	-	(1,590,453)	-	(1,590,453)
Interest on long-term debt	13,361,055	-	-	-	(13,361,055)	-	(13,361,055)
Total governmental activities	126,876,025	11,416,422	4,650,592	2,004,468	(108,804,543)	-	(108,804,543)
Business-type activities:							
Public Transportation	45,707,789	3,693,105	6,880,020	6,278,805	-	(28,855,859)	(28,855,859)
Loss on sale of capital assets	229,323	-	-	-	-	(229,323)	(229,323)
Total primary government	<u>\$ 172,813,137</u>	<u>\$ 15,109,527</u>	<u>\$ 11,530,612</u>	<u>\$ 8,283,273</u>	<u>(108,804,543)</u>	<u>(29,085,182)</u>	<u>(137,889,725)</u>
General revenues:							
Motor vehicle fuel tax					96,662,346	-	96,662,346
Public transportation tax					13,312,146	30,560,732	43,872,878
Investment earnings					2,906,110	966,554	3,872,664
Gain on sale of capital assets					2,876,044	-	2,876,044
Miscellaneous					163,670	96,016	259,686
Transfers					240,000	(240,000)	-
Total general revenues and transfers					<u>116,160,316</u>	<u>31,383,302</u>	<u>147,543,618</u>
Change in net position					<u>7,355,773</u>	<u>2,298,120</u>	<u>9,653,893</u>
Net position - beginning of year					<u>(172,907,553)</u>	<u>150,919,880</u>	<u>(21,987,673)</u>
Net position - ending					<u>\$ (165,551,780)</u>	<u>\$ 153,218,000</u>	<u>\$ (12,333,780)</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**BALANCE SHEET
GOVERNMENTAL FUNDS**

June 30, 2023

	Major Funds	
	General Fund	Debt Service Fund
Assets		
Cash and investments in custody of County Treasurer	\$ 106,199,676	\$ 40,671
Cash in bank and on hand	13,569,398	24,267
Restricted cash and investments	-	24,834,029
Accounts receivable	107,666	-
Due from federal government	1,598,450	-
Due from other government	16,852,509	-
Interest receivable	229,341	24,076
Impact fees receivable	-	-
Prepays and other assets	248,505	-
Due from other funds	3,037,537	-
Assets held for resale	2,651,321	-
Total assets	\$ 144,494,403	\$ 24,923,043
Liabilities		
Accounts payable	\$ 14,382,114	\$ 5,546
Retentions payable	3,175,621	-
Accrued liabilities	259,859	-
Due to other funds	5,542,078	-
Unearned revenue	4,569,937	-
Total liabilities	27,929,609	5,546
Deferred Inflows of Resources		
Unavailable revenue - state grants	1,598,450	-
Unavailable revenue - other reimbursements	7,902	-
Total deferred inflows of resources	1,606,352	-
Fund balances		
Nonspendable:		
Prepays	248,505	-
Restricted for:		
Federal grants match	1,682,579	-
Street and highway construction	113,027,358	-
Debt service	-	24,852,559
Assigned:		
Subsequent year's actual & budget: appropriation of fund balance	-	64,938
Total fund balances	114,958,442	24,917,497
Total liabilities, deferred inflows of resources and fund balances	\$ 144,494,403	\$ 24,923,043

The accompanying notes are an integral part of this statement.

Major Funds		Nonmajor Fund	
Regional Road Impact Fee Fund	Paratransit Services Fund	Metropolitan Planning Organization Fund	Total Governmental Funds
\$ 19,373,781	\$ 2,414,650	\$ 488,983	\$ 128,517,761
7,847,548	2,892,921	663,953	24,998,087
-	-	-	24,834,029
274,472	9,060	-	391,198
-	1,712,943	372,870	3,684,263
-	801,950	-	17,654,459
56,655	6,867	1,803	318,742
2,225,327	-	-	2,225,327
192,975	67,566	23,134	532,180
2,651,321	1,455	-	5,690,313
-	-	-	2,651,321
<u>\$ 32,622,079</u>	<u>\$ 7,907,412</u>	<u>\$ 1,550,743</u>	<u>\$ 211,497,680</u>
\$ 2,686,680	\$ 968,803	\$ 176,165	\$ 18,219,308
449,959	-	-	3,625,580
6,676	29,327	-	295,862
15,196	363,296	459,787	6,380,357
-	-	-	4,569,937
<u>3,158,511</u>	<u>1,361,426</u>	<u>635,952</u>	<u>33,091,044</u>
-	-	-	1,598,450
34,050	300,398	-	342,350
<u>34,050</u>	<u>300,398</u>	<u>-</u>	<u>1,940,800</u>
192,975	67,566	23,134	532,180
-	2,061,880	410,804	4,155,263
29,236,543	-	-	142,263,901
-	-	-	24,852,559
-	4,116,142	480,853	4,661,933
<u>29,429,518</u>	<u>6,245,588</u>	<u>914,791</u>	<u>176,465,836</u>
<u>\$ 32,622,079</u>	<u>\$ 7,907,412</u>	<u>\$ 1,550,743</u>	<u>\$ 211,497,680</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION**

June 30, 2023

Total fund balances - Governmental Funds		\$ 176,465,836
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in governmental funds.		
Capital assets used in the operation of governmental funds	\$ 21,714,877	
Less accumulated depreciation	<u>(13,516,416)</u>	8,198,461
Other long-term assets are not available to pay for current period expenditures and, therefore, are reported as unavailable revenue in the funds.		
		1,940,800
Long-term liabilities, including bonds payable and accrued interest, are not due and payable in the current period, and therefore, are not reported in the governmental funds		
Governmental bonds payable	(296,765,000)	
Bond premiums and discounts	(28,544,501)	
Accrued interest payable	(7,020,395)	
Compensated absences	(631,838)	
Other postemployment benefits (OPEB)	<u>(11,300,700)</u>	(344,262,434)
Build America Bond credits are not due in the current period and are not reported in the governmental funds		
		(184,808)
Net pension liabilities are not due and payable in the current period, and therefore, are not reported as liabilities in the governmental funds		
		(10,233,313)
Deferred outflows and inflows of resources related to debt refunding are applicable to reporting periods and, therefore, are not reported in the funds		
		(165,781)
Deferred outflows and inflows of resources related to OPEB are applicable to reporting periods and, therefore, are not reported in the funds		
		(514,668)
Deferred outflows and inflows of resources related to pensions are applicable to reporting periods and, therefore, are not reported in the funds		
		3,204,127
Net position of governmental activities		<u><u>\$ (165,551,780)</u></u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS**

Year ended June 30, 2023

	Major Funds	
	General Fund	Debt Service Fund
Revenues		
Motor vehicle fuel tax	\$ 96,662,346	\$ -
Public transportation tax	7,312,146	-
Impact fees	-	-
Passenger fares	-	-
Project reimbursements	548,554	-
Transportation planning, operating and capital grants, and contributions:		
State of Nevada Department of Health and Human Services	-	-
Federal Transit Administration	-	-
Federal Highway Administration	70,561	-
Investment income	2,059,827	238,861
Miscellaneous	93,577	-
Total revenues	<u>106,747,011</u>	<u>238,861</u>
Expenditures		
Current:		
Street and highway	86,801,811	-
Transportation services	-	-
Metropolitan planning	-	-
Capital outlay:		
Equipment	-	-
Debt service:		
Principal	-	7,910,000
Interest	-	15,026,773
Debt service fees and other fiscal charges	-	30,400
Total expenditures	<u>86,801,811</u>	<u>22,967,173</u>
Excess (deficiency) of revenues over (under) expenditures	<u>19,945,200</u>	<u>(22,728,312)</u>
Other financing sources (uses)		
Sale of capital assets	400,008	-
Transfers in	-	23,410,245
Transfers out	<u>(25,420,245)</u>	-
Total other financing sources (uses)	<u>(25,020,237)</u>	<u>23,410,245</u>
Net change in fund balances	(5,075,037)	681,933
Fund balances - beginning	120,033,479	24,235,564
Fund balances - ending	<u>\$ 114,958,442</u>	<u>\$ 24,917,497</u>

The accompanying notes are an integral part of this statement.

Major Funds		Nonmajor Fund	
Regional Road Impact Fee Fund	Paratransit Services Fund	Metropolitan Planning Organization Fund	Total Governmental Funds
\$ -	\$ -	\$ -	\$ 96,662,346
-	6,000,000	-	13,312,146
10,228,943	-	-	10,228,943
-	262,671	-	262,671
317,792	-	40,000	906,346
-	802,505	-	802,505
-	4,381,351	114,981	4,496,332
-	-	748,733	819,294
476,322	94,845	36,255	2,906,110
-	86,603	-	180,180
<u>11,023,057</u>	<u>11,627,975</u>	<u>939,969</u>	<u>130,576,873</u>
12,554,698	-	-	99,356,509
-	9,993,294	-	9,993,294
-	-	2,452,595	2,452,595
-	2,215,176	-	2,215,176
-	-	-	7,910,000
-	-	-	15,026,773
-	-	-	30,400
<u>12,554,698</u>	<u>12,208,470</u>	<u>2,452,595</u>	<u>136,984,747</u>
<u>(1,531,641)</u>	<u>(580,495)</u>	<u>(1,512,626)</u>	<u>(6,407,874)</u>
2,938,591	12,445	-	3,351,044
650,000	-	1,600,000	25,660,245
-	-	-	(25,420,245)
<u>3,588,591</u>	<u>12,445</u>	<u>1,600,000</u>	<u>3,591,044</u>
2,056,950	(568,050)	87,374	(2,816,830)
27,372,568	6,813,638	827,417	179,282,666
<u>\$ 29,429,518</u>	<u>\$ 6,245,588</u>	<u>\$ 914,791</u>	<u>\$ 176,465,836</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES**

Year ended June 30, 2023

Net change in fund balances - total governmental funds \$ (2,816,830)

Amounts reported for governmental activities in the statement
of activities are different because:

Governmental funds report capital outlays as expenditures. However in the
statement of activities the cost of these assets are allocated over their estimated
useful lives and reported as depreciation expense. This is the amount by which
capital outlay exceeded depreciation expense in the current period.

Capital outlay	\$ 2,233,698	
Current year depreciation expense	<u>(868,295)</u>	1,365,403

Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in governmental funds.		63,880
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The issuance of long-term debt (e.g., bonds, leases) provides current financial
resources to governmental funds, while the repayment of the principal of long-
term debt consumes the current financial resources of governmental funds.
Neither transaction, however, has any effect on net position. Also, governmental
funds report the effect of bond premiums, discounts, and similar items when
debt is first issued, whereas these amounts are amortized in the statement
of activities.

Principal payments	<u>7,910,000</u>	7,910,000
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Some expenses reported in the statement of activities do not require the
use of current financial resources and, therefore, are not reported as
expenditures in governmental funds.

Change in compensated absences	9,789	
Change in other post-employment benefits (OPEB)	(500,977)	
Change in accrued interest payable and bond premium	<u>1,665,718</u>	1,174,530

Governmental funds report pension contributions as expenditures when made.
However, in the statement of activities pension expense is the cost of benefits
earned, adjusted for member contributions, the recognition of changes in
deferred outflows and inflows of resources related to pensions, and investment
experience.

Contributions	1,765,988	
Pension expense	<u>(2,107,198)</u>	(341,210)

Change in net position of governmental activities		<u><u>\$ 7,355,773</u></u>
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The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
GENERAL FUND**

Year ended June 30, 2023

	Budgeted Amounts		Actual Amounts	Variance to Final Budget
	Original	Final		
Revenues				
Motor vehicle fuel tax	\$ 99,951,896	\$ 99,951,896	\$ 96,662,346	\$ (3,289,550)
Public transportation tax	7,389,459	7,389,459	7,312,146	(77,313)
Project reimbursements	900,000	900,000	548,554	(351,446)
Transportation planning and operating grants:				
State of Nevada Department of Transportation	3,000,000	3,000,000	-	(3,000,000)
Federal Highway Administration	7,600,000	7,600,000	70,561	(7,529,439)
Investment income	710,000	710,000	2,059,827	1,349,827
Miscellaneous	-	-	93,577	93,577
Total revenues	<u>119,551,355</u>	<u>119,551,355</u>	<u>106,747,011</u>	<u>(12,804,344)</u>
Expenditures				
Current:				
Street and highway	<u>125,127,014</u>	<u>125,127,014</u>	<u>86,801,811</u>	<u>38,325,203</u>
Total expenditures	<u>125,127,014</u>	<u>125,127,014</u>	<u>86,801,811</u>	<u>38,325,203</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(5,575,659)</u>	<u>(5,575,659)</u>	<u>19,945,200</u>	<u>25,520,859</u>
Other financing sources (uses)				
Sale of capital assets	-	-	400,008	400,008
Transfers out	<u>(25,194,484)</u>	<u>(25,194,484)</u>	<u>(25,420,245)</u>	<u>(225,761)</u>
Total other financing sources (uses)	<u>(25,194,484)</u>	<u>(25,194,484)</u>	<u>(25,020,237)</u>	<u>174,247</u>
Net change in fund balance	(30,770,143)	(30,770,143)	(5,075,037)	25,695,106
Fund balance - beginning	123,947,446	123,947,446	120,033,479	(3,913,967)
Fund balance - ending	<u>\$ 93,177,303</u>	<u>\$ 93,177,303</u>	<u>\$ 114,958,442</u>	<u>\$ 21,781,139</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2023

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Impact fees	\$ 14,350,000	\$ 14,350,000	\$ 10,228,943	\$ (4,121,057)
Project reimbursements	5,000	5,000	317,792	312,792
Investment income	145,000	145,000	476,322	331,322
Miscellaneous	1,000	1,000	-	(1,000)
Total revenues	<u>14,501,000</u>	<u>14,501,000</u>	<u>11,023,057</u>	<u>(3,477,943)</u>
Expenditures				
Current:				
Street and highway	28,631,765	28,631,765	12,554,698	16,077,067
Total expenditures	<u>28,631,765</u>	<u>28,631,765</u>	<u>12,554,698</u>	<u>16,077,067</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(14,130,765)</u>	<u>(14,130,765)</u>	<u>(1,531,641)</u>	<u>12,599,124</u>
Other financing sources				
Sale of capital assets	-	-	2,938,591	2,938,591
Transfers in	650,000	650,000	650,000	-
Total other financing sources	<u>650,000</u>	<u>650,000</u>	<u>3,588,591</u>	<u>2,938,591</u>
Net change in fund balance	(13,480,765)	(13,480,765)	2,056,950	15,537,715
Fund balance - beginning	<u>25,154,918</u>	<u>25,154,918</u>	<u>27,372,568</u>	<u>2,217,650</u>
Fund balance - ending	<u>\$ 11,674,153</u>	<u>\$ 11,674,153</u>	<u>\$ 29,429,518</u>	<u>\$ 17,755,365</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)**

Year ended June 30, 2023

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Public transportation tax	\$ 3,250,000	\$ 3,250,000	\$ 6,000,000	\$ 2,750,000
Passenger fares	473,200	473,200	262,671	(210,529)
Transportation planning, operating and capital grants, and contributions:				
State of Nevada Department of Health and Human Services	1,521,520	1,521,520	802,505	(719,015)
Federal Transit Administration	9,629,067	9,629,067	4,381,351	(5,247,716)
Investment income	50,000	50,000	94,845	44,845
Miscellaneous	87,000	87,000	86,603	(397)
Total revenues	<u>15,010,787</u>	<u>15,010,787</u>	<u>11,627,975</u>	<u>(3,382,812)</u>
Expenditures				
Current:				
Transportation services	13,973,654	13,973,654	9,993,294	3,980,360
Capital outlay:				
Equipment	7,142,000	7,142,000	2,215,176	4,926,824
Total expenditures	<u>21,115,654</u>	<u>21,115,654</u>	<u>12,208,470</u>	<u>8,907,184</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(6,104,867)</u>	<u>(6,104,867)</u>	<u>(580,495)</u>	<u>5,524,372</u>
Other financing sources				
Sale of capital assets	5,000	5,000	12,445	7,445
Total other financing sources	<u>5,000</u>	<u>5,000</u>	<u>12,445</u>	<u>7,445</u>
Net change in fund balance	(6,099,867)	(6,099,867)	(568,050)	5,531,817
Fund balance - beginning	6,436,802	6,436,802	6,813,638	376,836
Fund balance - ending	<u>\$ 336,935</u>	<u>\$ 336,935</u>	<u>\$ 6,245,588</u>	<u>\$ 5,908,653</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

**June 30, 2023
with comparative amounts at June 30, 2022**

	2023	2022
Assets		
Current assets:		
Cash in custody of County Treasurer	\$ 42,054,085	\$ 44,834,551
Cash in bank and on hand	8,567,402	5,622,471
Accounts receivable	75,326	88,010
Due from federal government	6,008,766	2,203,026
Due from State of Nevada	7,673,303	7,890,966
Interest receivable	98,310	49,060
Due from other funds	2,999,138	3,001,759
Inventory	169,583	241,013
Prepaid expenses	557,985	662,436
Total current assets	68,203,898	64,593,292
Noncurrent assets:		
Property, buildings, and equipment, net	102,896,230	104,391,135
Total assets	171,100,128	168,984,427
Deferred Outflows of Resources		
Deferred outflows related to pension	1,615,244	1,524,073
Deferred outflows related to OPEB	2,259,827	2,884,537
Total deferred outflows of resources	3,875,071	4,408,610
Liabilities		
Current liabilities:		
Accounts payable	3,196,521	3,334,694
Retentions payable	48,839	375,394
Accrued liabilities	2,505,616	2,499,020
Unearned revenue	515,175	3,200
Due to other funds	2,309,094	2,919,775
Total current liabilities	8,575,245	9,132,083
Noncurrent liabilities:		
Other post-employment benefits	5,901,748	8,556,838
Net pension liability	4,619,100	2,487,458
Total noncurrent liabilities	10,520,848	11,044,296
Total liabilities	19,096,093	20,176,379
Deferred Inflows of Resources		
Deferred inflows related to pension	168,970	2,102,141
Deferred inflows related to OPEB	2,492,136	194,637
Total deferred inflows of resources	2,661,106	2,296,778
Net Position		
Net investment in capital assets	102,847,391	104,015,741
Unrestricted	50,370,609	46,904,139
Total net position	\$ 153,218,000	\$ 150,919,880

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

**Year ended June 30, 2023
With comparative amounts for the year ended June 30, 2022**

	2023	2022
Operating revenues:		
Passenger fares	\$ 3,097,240	\$ 2,129,004
Bus advertising	193,552	167,050
Rental income	402,313	401,510
Miscellaneous	96,016	114,056
Total operating revenues	3,789,121	2,811,620
Operating expenses:		
General administration	36,785,709	27,354,290
Depreciation	8,922,080	8,666,303
Total operating expenses	45,707,789	36,020,593
Operating loss	(41,918,668)	(33,208,973)
Nonoperating revenues:		
Operating subsidies:		
Federal government grants	6,878,993	12,482,164
State grants	1,027	-
Other revenue:		
Public transportation tax	15,936,439	20,540,332
Public transportation taxes pledged	14,624,293	14,693,554
Investment income/ (loss)	966,554	(1,574,140)
Loss on sale of capital assets	(229,323)	(70,877)
Total nonoperating revenues	38,177,983	46,071,033
Gain (loss) before capital contributions and transfers	(3,740,685)	12,862,060
Capital contributions:		
Federal grants	6,278,805	8,928,815
Total capital contributions	6,278,805	8,928,815
Transfers:		
Transfers out	(240,000)	(120,000)
Total transfers	(240,000)	(120,000)
Change in net position	2,298,120	21,670,875
Net position - beginning of year	150,919,880	129,249,005
Net position - ending	\$ 153,218,000	\$ 150,919,880

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF CASH FLOWS
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

**Year ended June 30, 2023
With comparative amounts for the year ended June 30, 2022**

	2023	2022
Cash flows from operating activities		
Cash received from customers	\$ 4,055,081	\$ 2,487,409
Cash received from other funds	300,324	300,324
Cash payments to suppliers for goods and services	(33,615,944)	(24,382,721)
Cash compensation and employee benefits	(3,694,877)	(3,439,494)
Net cash provided by (used for) operating activities	(32,955,416)	(25,034,482)
Cash flows from noncapital financing activities		
Operating grants	3,382,815	16,225,440
Transfers to other funds	(240,000)	(120,000)
Public transportation tax received	30,745,987	34,718,541
Net cash provided by (used for) noncapital financing activities	33,888,802	50,823,981
Cash flows from capital and related financing activities:		
Acquisition of capital assets	(7,427,173)	(11,206,517)
Capital contributions	5,970,271	8,508,666
Proceeds (loss) from the sale of capital assets	(229,323)	(70,877)
Net cash provided by (used for) capital and related financing activities	(1,686,225)	(2,768,728)
Cash flows from investing activities:		
Investment income (loss)	917,304	(1,567,337)
Net change in cash and cash equivalents	164,465	21,453,434
Cash and cash equivalents - beginning	50,457,022	29,003,588
Cash and cash equivalents - ending	\$ 50,621,487	\$ 50,457,022
Noncash capital and related financing activities		
Amounts due to FTA for sale of capital assets	2,421,526	2,421,526

(continued)

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF CASH FLOWS
PROPRIETARY FUND - CONTINUED
ENTERPRISE FUND
(Public Transit Fund)**

**Year ended June 30, 2023
With comparative amounts for the year ended June 30, 2022**

	2023	2022
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (41,918,668)	\$ (33,208,973)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation expense	8,922,080	8,666,303
Decrease (increase) in accounts receivable	45,092	4,140
Decrease (increase) in inventory	71,430	(72,938)
Decrease (increase) in prepaid expenses	104,448	(358,174)
Increase (decrease) in accounts payable	(138,174)	527,729
Increase (decrease) in net pension liability	107,300	(401,924)
Increase (decrease) in net OPEB liability	267,119	132,370
Increase (decrease) in other liabilities	(416,043)	(323,015)
Total adjustments	8,963,252	8,174,491
Net cash used for operating activities	\$ (32,955,416)	\$ (25,034,482)

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada (RTC) conform to accounting principles generally accepted in the United States of America (GAAP), as applicable to governments. The Governmental Accounting Standards Board (GASB) is the standard setting body for governmental accounting and financial reporting. The GASB periodically updates its codification of the existing Governmental and Financial Reporting Standards, which along with subsequent GASB pronouncements, constitutes GAAP for governmental units. A summary of RTC's significant accounting policies consistently applied in the preparation of the accompanying financial statements follows.

Reporting Entity

The Regional Transportation Commission of Reno, Sparks and Washoe County was created through an Interlocal Cooperative Agreement signed in May 1978 by Washoe County, the City of Reno and the City of Sparks. It became the Regional Transportation Commission (RTC) in July 1979. The agreement was amended in 1985 when these three public entities delegated their powers to the Commission in order to consolidate the administration and operation of public mass transportation in Washoe County. The Commission operates as a governing board with two representatives selected by the Washoe County Board of Commissioners, two representatives selected by the City Council of the City of Reno and one representative selected by the City Council of the City of Sparks.

The RTC's street and highway construction projects in Washoe County are financed from the motor vehicle fuel tax revenue, public transportation tax revenue, and impact fees for the construction of new roads and capacity improvements on roads impacted by new development. These projects are submitted to the RTC for approval and subsequently to Washoe County, City of Reno, and City of Sparks for approval. An Interlocal Cooperative Agreement, signed by the three public entities mentioned is required before monies can be expended on these construction projects. The infrastructure created by these projects becomes the asset of the applicable public entity (City of Reno, City of Sparks or Washoe County) upon completion.

The RTC is also responsible for the local public transit system, RTC RIDE. Final authority on the budget of the program rests with the RTC.

The RTC has allocated public transportation tax receipts to the following operations: (1) RTC RIDE a public bus system in Washoe County; the RTC contracts with a private company, Keolis Transit Services, LLC, to operate RTC RIDE; (2) RTC ACCESS a paratransit operation which provides transportation services to the elderly and disabled population in Washoe County; (3) RTC FlexRIDE an on-demand transit service available in selected service areas; the RTC contracts with a private company, MTM Transit, LLC, to operate both RTC ACCESS and RTC FlexRIDE; and (4) Tahoe Area Regional Transit (TART) a transit system operating in part in Incline Village, Nevada; TART is operated by Placer County, California; the RTC reimburses Placer County for operating expenses incurred while providing transit service in Washoe County.

The accompanying financial statements present the government. The RTC does not have any component units.

Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the non-fiduciary activities of the primary government. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include (1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and (2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-wide and Fund Financial Statements (continued)

Separate financial statements are provided for governmental funds and the proprietary fund. Major individual governmental funds are reported as separate columns in the fund financial statements.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*, as are the proprietary fund financial statements. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met, and allowable expenses are made under the grant provisions.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized when they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Income earned on investments and project reimbursements associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Motor vehicle fuel tax and public transportation tax revenues are derived tax revenues collected by the State of Nevada and shared with the RTC. The RTC recognizes these revenues in the same period as the State. All other revenue items are considered to be measurable and available only when cash is received by the government.

Generally, expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, other postemployment benefits and claims and judgments, are recorded only when payment is due.

Project appropriations that have been approved, but for which expenditure has not been incurred, are reflected as amounts restricted for project appropriations in the General Fund and Special Revenue Funds. Project appropriations are approved when a cooperative agreement specifying the amount of motor vehicle fuel tax funds, bond proceeds, impact fees or other financing sources to be spent, is executed by all the governing bodies within the jurisdiction of the RTC, or when the project has been added to the program of projects and approved by the RTC Board of Commissioners.

The RTC reports the following major governmental funds:

General Fund – The General Fund is the RTC's primary operating fund. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional street and highway expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management.

Debt Service Fund – The Debt Service Fund accounts for the resources accumulated and payments made for principal and interest on long-term debt of the governmental funds.

Regional Road Impact Fee Fund (Special Revenue Fund) – Monies recovered from impact fees and resources provided for capacity improvements to the regional road system are accounted for in the Regional Road Impact Fee Fund.

Paratransit Services Fund (Special Revenue Fund) – Allocation of public transportation tax, passenger fares, and federal grants for RTC ACCESS are accounted for in the Paratransit Services Fund.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (continued)

The RTC reports the following major proprietary fund:

Public Transit Fund (*Enterprise Fund*) – Accounts for the operation of RTC RIDE.

Amounts reported as *program revenues* include (1) charges to customers or applicants for goods, services, or privileges provided, (2) operating grants and contributions, and (3) capital grants and contributions. Internally dedicated resources are reported as *general revenues* rather than as program revenues. Likewise, general revenues include all taxes.

The proprietary fund distinguishes *operating* revenues and expenses from *non-operating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund's principal ongoing operations. The principal operating revenues of the RTC's proprietary fund are charges to customers for services. Operating expenses for the proprietary fund include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the RTC's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash, Cash Equivalents and Temporary Investments

The RTC's cash and cash equivalents are considered to be cash on hand, demand deposits, and temporary investments. A portion of the cash resources of the individual funds are deposited with the Washoe County Treasurer. Those resources are combined with the resources of the County's funds and other local governments within the County to form a pool of cash and investments. In accordance with 355.170 of Nevada Revised Statutes, Washoe County invested in various treasury notes, mutual funds, commercial paper, bonds, and U.S. Government securities. The RTC's net position in these securities is reported at fair value, in accordance with GASB Statement No. 72, Fair Value Measurements and Application.

In addition to the cash and investment pool, certain deposits and investments are held separately by RTC funds and reported accordingly. Investments are reported at fair value and changes in fair value are included in investment income.

Investment income earned as a result of the above pooling arrangement is distributed by the County Treasurer to the appropriate funds as it is received. Interest receivable at June 30 is calculated by the Treasurer's office and accrued in the various funds. The investment income is allocated based on each fund's monthly average cash balance.

For purposes of the statement of cash flows, the RTC considers all highly liquid investments, including pooled investments with original maturities of three months or less to be cash equivalents.

Restricted Assets

Restricted assets consist of cash and investments that are restricted in their use by either bond covenants or other external agreements. RTC's restricted assets consist of remaining bond proceeds for specific road construction projects, unspent grant proceeds and debt service requirements pursuant to bond covenants.

Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either "due to/from other funds" (i.e., the current portion of interfund loans) or "advances to/from other funds" (i.e., the non-current portion of interfund loans). All other outstanding balances between funds are reported as "due to/from other funds."

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Receivables and Payables (continued)

Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as "internal balances." The RTC considers trade receivables to be fully collectible; accordingly, no allowance for doubtful accounts is required. If amounts become uncollectible, they are charged to operations when that determination is made.

Inventories and Prepaid Items

The Proprietary Fund's inventory is comprised of bus fuel and is stated at weighted average cost. Inventories of governmental funds, generally consisting of materials and supplies, are recorded as expenditures when purchased rather than when consumed.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in government-wide, governmental, and proprietary fund financial statements. The RTC uses the consumption method in accounting for prepaids.

Capital Assets

Capital assets, which include property, buildings and equipment, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements.

Capital assets are defined by the RTC as assets with an initial, individual cost of more than \$5,000 (amount not rounded) and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the estimated acquisition value at the date of donation.

Infrastructure assets constructed by the street and highway function of the RTC (e.g., roads, bridges, curbs and gutters, streets and sidewalks) are not assets of the RTC, and so have not been capitalized or depreciated. Under the cooperative agreements to build such infrastructure assets, the entities agree that the infrastructure created belongs to the applicable public entity (City of Reno, City of Sparks or Washoe County).

The RTC has intangible assets in the form of water rights. The water rights are acquired through right-of-way land purchases as part of the construction of infrastructure assets. Water rights are separated from land purchases before the land is dedicated to the applicable public entity as part of their completed infrastructure asset. Water rights are not used in the operation of RTC's street and highway function and are recorded as other assets.

Expenditures related to the construction of infrastructure assets are recognized when incurred. Grants, contributions and reimbursements for the construction of infrastructure assets are recognized as operating grants and contributions in the Statement of Activities. Impact fees collected for use in the street and highway function are recognized as general revenues in the Statement of Activities.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

When capital assets are retired, sold, or otherwise disposed of, the asset's carrying amount and related accumulated depreciation are removed from the asset accounts and any gain or loss is recorded in the period of disposal.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed. Effective July 1, 2021, interest is expensed in the period the interest is incurred, rather than capitalized, per GASB Statement 89.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets (continued)

Depreciation of all exhaustible capital assets is charged as an expense against operations. Accumulated depreciation is reported on the Statement of Net Position. For both governmental and business-type activities, property, buildings and equipment are depreciated using the straight-line method over the following estimated useful lives:

Assets	Estimated Service Life (Years)
Buildings and building improvements	15 - 30
Communication equipment	3 - 5
Computer equipment	3 - 5
Leasehold improvements	3 - 20
Miscellaneous fixtures and equipment	4 - 7
Office furniture and equipment	3 - 8
Passenger shelters	3 - 15
Revenue collection and counting equipment	3 - 6
Revenue vehicles (buses)	12
Revenue vehicles (vans)	4 - 7
Support vehicles	4
Safety and security equipment	5 - 6
Tool and shop equipment	3 - 12

Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Net Position or balance sheet will sometimes report separate sections for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources (expense/expenditure) until then. The RTC reports an amount related to pensions and other post-employment benefits (OPEB) on the government-wide financial statements.

In addition to liabilities, the Statement of Net Position or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and so will not be recognized as an inflow of resources (revenue) until that time. The RTC has two types of deferred inflows of resources: 1) Amounts which arises only under the modified accrual basis of accounting that qualifies for reporting in this category. Accordingly, the item, unavailable revenue, is reported only in the governmental funds balance sheet. The unavailable revenue reported is from three sources, federal grants, state grants, and project reimbursements and 2) Amounts related to pensions and OPEB on the government-wide financial statements. The amounts are deferred and recognized as an inflow of resources in the period that they become available.

RTC also presents deferred outflows/inflows of resources on the statement of net position related to debt refunding in previous years. The gain or loss from refunding is being amortized as an adjustment to interest expense over the original life of the refunded debt.

Compensated Absences

It is the RTC's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. A liability is recognized for compensated absences relating to services already rendered that are not contingent on a specific event and are accrued as employees earn the rights to the benefits. Compensated absences relating to future services or that are contingent on a specified event will be accounted for in the period those services are rendered or those events take place. The obligation for compensated absences is accrued when incurred in the government-wide financial statements.

For governmental type funds, the compensated absences are reported as fund liabilities only to the extent that those liabilities relate to benefits payable to employees upon termination of their employment as of the fiscal year end.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Interfund Activity

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule include interfund lease payments between the RTC's street and highway, transportation services and metropolitan planning functions and the business-type activities, public transportation function. Elimination of these payments would distort the direct costs and program revenues for the various functions concerned.

Long-Term Obligations, Bond Discounts and Issuance Costs

In the government-wide financial statements and proprietary fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund Statement of Net Position. Bond premiums and discounts are amortized over the life of the bonds using the straight-line method, which is materiality consistent with the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Debt issuance costs are expensed during the current period.

In fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as expenditures.

Pension

For purposes of measuring the net pension liability and pension expense, information about the fiduciary net position of the Public Employees' Retirement System of the State of Nevada (PERS) Base Plan (Base Plan) and additions to/deductions from Base Plan's fiduciary net position have been determined on the same basis as they are reported by the Base Plan. For this purpose, benefits (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position Classifications

In government-wide statements, net position is classified as net position and displayed in three components:

- Net investment in capital assets – consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of any bonds, notes, or other borrowings attributable to the acquisition, construction, or improvement of capital assets.
- Restricted – consists of net position subject to constraints that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.
- Unrestricted – all other amounts that do not meet the definition of "restricted" or "net investment in capital assets."

Fund Balance

In the fund financial statements, governmental funds report the difference between assets and liabilities as fund balance. The following are the classification policies and procedures used for reporting fund balance:

- *Nonspendable* fund balance includes amounts that are not in a spendable form or are required to be legally or contractually maintained intact.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balance (continued)

- *Restricted* fund balance includes amounts that can only be spent for the specific purposes where restrictions are externally imposed by creditors, grantors, contributors, constitutional provisions, regulations of other governments, or enabling legislation. Effectively, restrictions may only be changed or lifted with the consent of the external party. The RTC has restricted fund balances in the form of monies restricted by the State for special studies, federal grants and enabling legislation.
- *Committed* fund balance includes amounts that can only be used for the specific purposes determined by a formal action of the government's highest level of decision making authority. Commitments may only be changed or lifted by the government taking the same formal action that imposed the original constraint. The RTC's Board of Commissioners is the highest level of decision making authority and any fund balance commitments established, modified, or rescinded would require a majority vote of the RTC's Board of Commissioners.
- *Assigned* fund balance comprises amounts intended to be used by the government for specific purposes. Intent can be expressed by the governing body, an official or body to which the governing body delegates the authority. The RTC Board of Commissioners delegates to the Executive Director or his or her designee the authority to assign amounts to be used for specific purposes. Such assignments cannot exceed the available (spendable, unrestricted, uncommitted) fund balance in any particular fund.
- *Unassigned* fund balance is the residual classification for the General Fund and includes all amounts not contained in the other classifications. For other governmental funds, the unassigned classification is used only to report a deficit balance resulting from specific purposes for which amounts had been restricted or committed.

The RTC will consider restricted fund balance to be spent first for an expenditure for which multiple fund balance classifications are available. Committed fund balance will be spent first, followed by assigned fund balance and then unassigned fund balance when expenditures are incurred for the purposes for which any unrestricted fund balance classification could be used.

Fund Balance Reserve Policy

The RTC Board of Commissioners has adopted a fund balance reserve policy for budget preparation. Fund balance reserves are set aside as contingencies for revenue shortfalls or unanticipated expenditures. Fund balance reserves can also be used to finance cash flow and to fund self-insurance and capital replacement programs. A fund balance reserve policy establishes the type of reserves an organization will have, as well as the size and use of those reserves.

The goal of this fund balance reserve policy is to:

- Provide an overall, long-range approach to financial management.
- Ensure that the RTC is able to meet its financial obligations as they arise.
- Improve fiscal stability and protect the RTC during a financial emergency.

A. Public Transportation Program Policy Statement

RTC will maintain an Operating Reserve, a Self-Insurance Reserve, and a Capital Reserve. The sum of all fund balance reserves for the Public Transportation Program will be budgeted and maintained at a minimum amount equal to two months of total program operating expenditures as of June 30 of each fiscal year budget, and a maximum amount equal to three months of total program operating expenditures.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balance Reserve Policy (continued)

1. Operating Reserve

RTC will maintain an operating fund balance reserve in an amount equal to a minimum of five (5%) percent of the annual operating expenditures.

The Director of Finance shall ensure that the operating fund balance reserve is maintained at a sufficient level to:

- a. Offset unanticipated downturns in revenues;
- b. Provide sufficient working capital;
- c. Provide a sufficient cash balance to finance cash flow requirements; and
- d. Meet emergency expenditure requirements.

2. Self - Insurance Reserve

The Director of Finance will ensure that RTC maintains self-insurance fund balance reserves in an amount necessary to adequately protect the RTC from self-insurance risks.

Two self-insurance fund balance reserve funds will be maintained:

- a. Reserves for incurred and reported claims that have been identified and accounted for by the RTC claims adjuster will be included in the settlements line item of the budget as an expenditure accrual.
- b. Reserves for catastrophic claims will be established in the amount of two times the current year self-insured retention.

3. Capital Reserve

RTC will establish a capital fund balance reserve fund for federal grant match purposes as of June 30 of each fiscal year budget in order to replace or add to capital vehicles, equipment and facilities. The amount of the capital fund balance reserve will be equal to or greater than the estimated local match for federal grant funded projects as established in RTC capital plans.

B. Street and Highway Program Policy Statement

The minimum fund balance for the Street and Highway Program shall consist of two components:

1. Operating fund balance reserves will be maintained at a minimum of five (5) percent of annual street and highway program operating expenditures.
2. The potential projects that have not been planned or programmed in an amount equal to a minimum of \$1,000,000.

C. Metropolitan Planning Organization Program Policy Statement

RTC will establish a federal grant match fund balance reserve as of June 30 of each fiscal year budget in order to meet the minimum required local match percentage for apportioned federal planning grants.

The development of the minimum fund balance reserve policy should ensure financial planning and stability for the future.

Comparative Data

The financial statements include certain prior-year summarized comparative information in total but not at the level of detail required for a presentation in conformity with generally accepted accounting principles. The comparative data has been presented only for the Enterprise Fund in the basic financial statements in order to provide an understanding of the changes in the financial position and operations of this fund. Accordingly, such information should be read in conjunction with the RTC's financial statements for the year ended June 30, 2022, from which the summarized information was derived.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

New Accounting Pronouncements

The Governmental Accounting Standards Board has issued GASB Statement No. 91, *Conduit Debt Obligations*, effective for fiscal years beginning after December 15, 2021. This pronouncement was applicable; however, had no material impact on the financial statements as of June 30, 2023.

The Governmental Accounting Standards Board has issued GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, effective for fiscal years beginning after June 15, 2022. This pronouncement was applicable; however, had no material impact on the financial statements as of June 30, 2023.

The Governmental Accounting Standards Board has issued GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, effective for fiscal years beginning after June 15, 2022. This pronouncement was applicable; however, had no material impact on the financial statements as of June 30, 2023, therefore, no changes in reporting or material presentation was made for this year.

The Governmental Accounting Standards Board has issued GASB Statement No. 99, *Omnibus 2022*. The requirements related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement 34 are effective upon issuance. These requirements were applicable; however, had no impact on the financial statements as of June 30, 2022; the requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022. These requirements will be implemented in fiscal year ending June 30, 2023. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023. These requirements will be implemented in fiscal year ending June 30, 2024.

The Governmental Accounting Standards Board has issued GASB Statement No. 100, *Accounting Changes and Error Corrections, an amendment of GASB Statement No. 62*, effective for fiscal years beginning after June 15, 2023. This pronouncement will be implemented in fiscal year ending June 30, 2024.

The Governmental Accounting Standards Board has issued GASB Statement No. 101, *Compensated Absences*, effective for fiscal years beginning after December 15, 2023. This pronouncement will be implemented in fiscal year ending June 30, 2024.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE B – STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Budgetary Information

For the year ended June 30, 2023, the RTC established its budget within the legally mandated timeframe.

- a. On or before April 15, the Finance Department submits to the Nevada Department of Taxation a tentative budget for the fiscal year commencing July 1, 2022.
- b. On May 20, 2022, the Executive Director submitted to the RTC's Board of Commissioners a proposed operating budget for the fiscal year commencing July 1, 2022. The operating budget includes proposed expenditures/expenses and the means of financing them.
- c. Public hearings were conducted in May to obtain taxpayer comments. On May 20, 2022, the budget for each fund was adopted through passage of a resolution by a majority vote of the RTC's Board of Commissioners of the RTC. The RTC filed the budget directly with the Department of Taxation, State of Nevada.

The following legal requirements were considered in developing the budgetary data which is reflected in the financial statements.

- a. Annual budgets for all governmental and proprietary funds are adopted on a basis consistent with generally accepted accounting principles. The governing body can augment the budget after following public hearing procedures. Unexpended appropriations lapse at year-end.
- b. The Executive Director is authorized to transfer appropriations between accounts within the General Fund. Any revision which alters the total appropriations of a function or fund must be approved in advance prior to year-end by the RTC's Board of Commissioners and submitted to the Department of Taxation, State of Nevada.
- c. State statute does not require that capital outlay, debt service payments, and other cash transactions normally reflected in the Statement of Net Position of the Proprietary Fund be limited by the budget.
- d. Budgeted appropriations generally may not be exceeded by actual expenditures of the various governmental functions in the General Fund, Special Revenue Funds, and by operating and non-operating expenses in the Proprietary Fund.
- e. Fund net position in the Proprietary Fund may not be a deficit.

Excess of Expenditures over Appropriations and Deficit Fund Net Position

The RTC conformed to all significant statutory constraints on its financial administration during the year.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE C – CASH AND INVESTMENTS

Deposits

For the year ended June 30, 2023, the RTC had the following cash balances:

	Carrying Amount	Bank Balance
On hand	\$ 2,642	\$ 2,642
On deposit with bank	33,562,847	33,699,740
Restricted cash from Motor Vehicle Fuel Tax Revenue Bonds	16,832,795	16,382,794
Total RTC cash and deposits	\$ 50,398,284	\$ 50,085,176

The difference between the carrying amount and bank balance results from outstanding checks and deposits not yet reflected at the bank.

Custodial Credit Risk – Deposits

For deposits, custodial credit risk is the risk that in the event of a bank failure, the RTC’s deposits may not be returned. The RTC does not have a policy for custodial credit risk; however, the RTC participates through Washoe County in the Nevada State Collateral Pool for public fund deposits. Depository banks are required to place acceptable securities of no less than 102% of the fair value of the total deposits of public entities in Nevada with a third party custodian. The collateral pool is administered and monitored by the Nevada State Treasurer’s Office. Due to its participation in the Nevada State Collateral Pool, the RTC’s deposits were fully insured and collateralized, and as such, were not exposed to any custodial credit risk at June 30, 2023.

Pooled Investment Funds

The RTC deposits are maintained in a recognized pooled investment fund under the care of the Washoe County Chief Investment Official (the Washoe County Treasurer) under authority delegated by the Board of County Commissioners. In addition, the Washoe County Treasurer’s External Investment Pool is overseen by an Investment Committee and is included in their annual audit.

Pooled investment funds consist of cash deposited in the interest-bearing Washoe County Treasurer’s External Investment Pool. The investment pool is not registered with the SEC as an investment company and no legally binding guarantees have been provided to support the value of the shares. The fair value of the pooled investments deposited in the investment pool is equal to the value of the pool shares. At June 30, 2023, the carrying amount of \$170,571,846 recorded at fair value of the various funds of the RTC in the pool was approximately 17.6% of the County’s total balance. Earnings, realized and unrealized gains and losses are included in the Governmental Fund Statement of Revenues, Expenditures and Changes in Fund Balances and the Proprietary Fund’s Statement of Revenues, Expenses and Changes in Fund Net Position, captioned as investment income.

Because the RTC’s deposits are maintained in a recognized pooled investment fund under the care of a third party and the RTC’s share of the pool does not consist of specific, identifiable investment securities, no disclosure of the individual deposits and investments or related custodial credit risk classifications is required. The RTC’s deposits in the pool are considered to be highly liquid. The Washoe County audited Comprehensive Annual Financial Report indicates that there were no derivatives in the pool as of June 30, 2023. A copy of this report can be obtained at www.washoecounty.us or through a request sent to P.O. Box 11130, Reno, NV 89520.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Investments

The RTC has a formal investment policy adopted by the RTC Board of Commissioners that is designed to insure conformity with NRS and seeks to limit exposure to investment risks. State statute authorizes the RTC to invest in the following:

- Obligations of the United States or its agencies.
- Certificates of deposit issued by commercial banks, insured credit unions or savings and loan associations as well as certain farm loan bonds.
- Certain securities issued by local governments of the State of Nevada and other securities expressly authorized by other statutes of the State of Nevada.
- Bankers acceptances, commercial paper issued by a U.S. corporation or state operating in the U.S., and money market mutual funds registered with the Securities and Exchange Commission.
- Notes, bonds, and other unconditional obligations for the payment of money issued by corporations organized and operating in the United States.

Investments are recorded at fair value.

The RTC categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The RTC does not have any investment that is measured using Level 3 inputs.

As of June 30, 2023, the RTC had the following recurring fair value measurements as identified below:

Government-Wide Balances:	Total	Fair Value Measurements Using		
		Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
U.S. Treasury Notes	\$ 4,205,714	\$ -	\$ 4,205,714	\$ -
Money Market Mutual Funds	46,665	46,665	-	-
Federal Agency Bond	3,748,855	-	3,748,855	-
Total Investment	<u>8,001,234</u>	<u>\$ 46,665</u>	<u>\$ 7,954,569</u>	<u>\$ -</u>
Total Cash	50,398,284			
Washoe County Investment Pool	170,571,846			
Total Cash and Investments	<u>\$ 228,971,364</u>			

Investments categorized as Level 1 are valued using prices quoted in active markets for those investments. Investments categorized as Level 2 are valued at fair value based on the observable market prices of the underlying assets held by the pool or fund less liabilities.

As of June 30, 2023, the RTC had the following investments and maturities:

Government-Wide Balances:	Fair Value	Investment Maturities (In Years)			
		Less than 1	1 to 4	4 to 6	6 to 10
U.S. Treasury Notes	\$ 4,205,714	\$ -	\$ 4,205,714	\$ -	\$ -
Money Market Mutual Funds	46,665	46,665	-	-	-
Federal Agency Bond	3,748,855	3,490,399	258,456	-	-
Washoe County Investment Pool	170,571,846	73,061,042	66,716,949	17,281,439	13,512,416
Total Investment	<u>178,573,080</u>	<u>76,598,106</u>	<u>71,181,119</u>	<u>17,281,439</u>	<u>13,512,416</u>
Total Cash	50,398,284	50,398,284	-	-	-
Total Cash and Investments	<u>\$ 228,971,364</u>	<u>\$ 126,996,390</u>	<u>\$ 71,181,119</u>	<u>\$ 17,281,439</u>	<u>\$ 13,512,416</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Credit Risk

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The credit quality of investments is limited by NRS, which authorizes investments in obligations of the U.S. Treasury and agencies or instrumentalities of the U.S., obligations of the State of Nevada and local governments, notes, bonds and other obligations issued by corporations rated "A" or better by one or more nationally recognized bond credit rating agencies, commercial paper rated "A-1", "P-1" or better, repurchase agreements, certificates of deposit, and money market mutual funds rated "AAA" or its equivalent.

The RTC investment policy does not further limit its investment choices with the exception of investments in notes, bonds and other obligations issued by corporations. Pursuant to the RTC's formal investment policy, corporate obligations must be rated "AA" or better.

As of June 30, 2023, the RTC's investments were rated as follows:

Investment Type	Fair Value	Ratings	
		Moody's	Standard & Poor's
Money Market Mutual Funds	\$ 46,665		
Federal Agency Bond	3,748,855	Aaa	AA+
US Treasury Notes	4,205,714	Aaa	AA+
Total Investments	<u>\$ 8,001,234</u>		

Interest Rate Risk

Interest rate risk is defined as the risk that changes in market interest rates will adversely affect the fair value of an investment. NRS 355.170 and NRS 355.171 limit maturities of authorized investments. The RTC's formal investment policy does not further limit investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The weighted average years to maturity for all investments at June 30, 2023 are 1.06 years.

Concentration of Credit Risk

Concentration of credit risk is defined as the risk of loss attributed to the magnitude of a government's investment in a single issuer. The RTC's formal investment policy requires investment portfolio diversification in order to eliminate the risk of loss from overconcentration. The policy places the statutory limits on investments. Amounts invested in direct obligations of the U.S. government, securities backed by the full faith and credit of the U.S. government, repurchase agreements or certificates of deposit are not limited. Investment limits per issuer are placed on the following securities: securities backed by federal agencies, 35%; agency issued mortgage-backed securities, 15%; corporate obligations, 4%; obligations issued by state and local governments, 25%. Other limits are placed on the following securities: bankers acceptances, 20% in the aggregate; commercial paper, 20% of portfolio; and money market funds, 45% of money market fund assets.

At June 30, 2023, RTC's investments were invested in the following:

U. S. Treasury Notes	52.57%
Money Market Mutual Funds	0.58%
Federal Agency Bond	46.85%

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE D – RESTRICTED CASH AND INVESTMENTS

Governmental Funds

The restricted cash and investments balance of \$24,834,029 in the Debt Service Fund is restricted for required reserves and debt service on the bonds.

NOTE E – CAPITAL ASSETS

A summary of activity in capital assets used in the operation of governmental activities for the year ended June 30, 2023, follows:

Governmental Activities	Balance June 30, 2022	Additions & Reclassifications	Transfers/ Deletions	Balance June 30, 2023
Capital Assets not being depreciated:				
Land	\$ 2,282,090	\$ -	\$ (475,000)	\$ 1,807,090
Water Rights	1,300,000	-	-	1,300,000
Construction in progress	453,358	30,600	(293,383)	190,575
Total Capital Assets, not being depreciated	<u>4,035,448</u>	<u>30,600</u>	<u>(768,383)</u>	<u>3,297,665</u>
Capital Assets being depreciated:				
Revenue & support vehicles	6,842,443	2,184,575	(324,224)	8,702,794
Other equipment	2,384,325	269,794	(56,106)	2,598,013
Buildings and improvements	7,074,294	42,111	-	7,116,405
Total Capital Assets being depreciated	<u>16,301,062</u>	<u>2,496,480</u>	<u>(380,330)</u>	<u>18,417,212</u>
Less accumulated depreciation for:				
Revenue & support vehicles	(5,024,752)	(482,967)	324,224	(5,183,495)
Other equipment	(2,035,803)	(148,356)	56,106	(2,128,053)
Buildings and improvements	(5,967,896)	(236,972)	-	(6,204,868)
Total accumulated depreciation	<u>(13,028,451)</u>	<u>(868,295)</u>	<u>380,330</u>	<u>(13,516,416)</u>
Total Capital Assets being depreciated, net	<u>3,272,611</u>	<u>1,628,185</u>	<u>-</u>	<u>4,900,796</u>
Governmental activities Capital Assets, net	<u>\$ 7,308,059</u>	<u>\$ 1,658,785</u>	<u>\$ (768,383)</u>	<u>\$ 8,198,461</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE E – CAPITAL ASSETS (CONTINUED)

A summary of activity in capital assets used in business-type activities for the year ended June 30, 2023, follows:

Business-type Activities	Balance June 30, 2022	Additions	Transfers/ Deletions	Balance June 30, 2023
Capital Assets not being depreciated:				
Land	\$ 16,681,818	\$ -	\$ -	\$ 16,681,818
Construction in progress	11,023,131	2,313,679	(2,873,968)	10,462,842
Total Capital Assets, not being depreciated	<u>27,704,949</u>	<u>2,313,679</u>	<u>(2,873,968)</u>	<u>27,144,660</u>
Capital Assets being depreciated:				
Revenue vehicles	61,849,588	4,617,413	(9,596,850)	56,870,151
Tool and shop equipment	3,228,079	-	-	3,228,079
Office furniture and equipment	127,593	-	(120,293)	7,300
Support vehicles	427,179	38,536	-	465,715
Revenue collection and counting equipment	1,584,488	380,468	-	1,964,956
Miscellaneous fixtures and equipment	3,953,023	413,668	-	4,366,691
Buildings and improvements	64,786,352	2,413,330	-	67,199,682
Land improvements	1,377,231	-	-	1,377,231
Communications equipment	2,039,461	-	-	2,039,461
Surveillance equipment	1,219,362	65,261	-	1,284,623
Passenger shelters	12,588,260	-	-	12,588,260
Computer equipment	1,969,092	58,788	-	2,027,880
Total Capital Assets being depreciated	<u>155,149,708</u>	<u>7,987,464</u>	<u>(9,717,143)</u>	<u>153,420,029</u>
Less accumulated depreciation for:				
Revenue vehicles	(28,338,902)	(4,273,014)	9,596,850	(23,015,066)
Tool and shop equipment	(1,424,077)	(453,329)	-	(1,877,406)
Office furniture and equipment	(127,593)	-	120,293	(7,300)
Support vehicles	(307,021)	(42,351)	-	(349,372)
Revenue collection and counting equipment	(1,480,037)	(96,178)	-	(1,576,215)
Miscellaneous fixtures and equipment	(2,022,663)	(309,384)	-	(2,332,047)
Buildings and improvements	(31,438,264)	(2,178,727)	-	(33,616,991)
Land improvements	(874,352)	(56,692)	-	(931,044)
Communications equipment	(1,390,975)	(331,155)	-	(1,722,130)
Surveillance equipment	(1,068,594)	(66,635)	-	(1,135,229)
Passenger shelters	(8,221,529)	(1,009,308)	-	(9,230,837)
Computer equipment	(1,769,515)	(105,307)	-	(1,874,822)
Total accumulated depreciation	<u>(78,463,522)</u>	<u>(8,922,080)</u>	<u>9,717,143</u>	<u>(77,668,459)</u>
Total Capital Assets being depreciated, net	<u>76,686,186</u>	<u>(934,616)</u>	<u>-</u>	<u>75,751,570</u>
Business-type activities Capital Assets, net	<u>\$ 104,391,135</u>	<u>\$ 1,379,063</u>	<u>\$ (2,873,968)</u>	<u>\$ 102,896,230</u>

Construction in progress consist of construction of Virginia Street Bus Rapid Transit Stations and Peppermill BRT, expected to be completed by September 2023. As of June 30, 2023, unexpended commitments balance of Virginia Street Bus Rapid Transit Extension project and Peppermill BRT project are \$2,744,157.

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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE E – CAPITAL ASSETS (CONTINUED)

Depreciation expense was charged to functions/programs of the primary government as follows:

<u>Governmental Activities:</u>	
Street and highway	\$ 40,923
Transportation services	<u>827,372</u>
Total depreciation expense - Governmental activities	<u>868,295</u>
Business-type activities:	
Public transportation	<u>\$ 8,922,080</u>

NOTE F – CONTINGENCIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable fund. The amount, if any, of expenditures that may be disallowed by the grantor cannot be determined at this time, although the RTC expects such amounts, if any, to be immaterial.

NOTE G – UNEARNED REVENUE

Governmental funds report unearned revenue in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. At the end of the current fiscal year, \$13,750 in unearned rental revenue and \$4,556,189 in unearned federal revenue was reported in the General Fund.

NOTE H – UNINSURED RISK

The RTC is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the government carries commercial insurance. The RTC is self-insured for municipal liability and business auto liability. The RTC administers claims and judgments falling under the self-insurance limit. Liabilities of any fund are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNRs). The result of the process to estimate the claims liability is not an exact amount, as it depends on many factors, such as inflation, changes in legal doctrines and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of payouts), and other economic and social factors. The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. All claims are liquidated as they become due and payable using current resources. Additional excess coverage insurance policies cover individual claims in excess of \$25,000 per event. Settlements have not exceeded coverage for each of the past five fiscal years. The RTC did not incur any liability claim in fiscal year 2023.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE I – LONG - TERM OBLIGATIONS

Revenue Bonds

The RTC issued revenue bonds to provide funds for the construction and pavement maintenance of certain streets and highways in the County. All revenue bonds are publicly issued debt. There are no subjective accelerative clauses related to the outstanding debt.

The bond Series 2010EF, Series 2018 and Series 2019 constitute special, limited obligations of Washoe County, payable solely from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from certain taxes on motor vehicle fuel collected by the RTC.

The bond Series 2010H constitutes special, limited obligations of Washoe County, payable from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from one-eighth of one percent (0.125%) sales tax collected by the RTC.

The bonds shall not be considered or held to be a general obligation of the County or RTC. Owners of the bonds may not look to any other funds or accounts other than those specifically pledged to the payment of the bonds.

Bonds outstanding at June 30, 2023 are as follows:

	<u>Date of Issue</u>	<u>Original Issue</u>	<u>Interest Rates to Maturity</u>	<u>Final Maturity</u>	<u>Principal Outstanding June 30, 2023</u>
Motor Vehicle Fuel Tax Series 2010E ⁽²⁾	12/16/2010	\$ 58,775,000	7.969 %	2/1/2040	\$ 58,775,000
Motor Vehicle Fuel Tax Series 2010F ⁽³⁾	12/16/2010	5,385,000	7.875	2/1/2040	5,385,000
Sales Tax Improvement Bonds Series 2010H ⁽²⁾	12/16/2010	20,000,000	7.451	2/1/2040	20,000,000
Motor Vehicle Fuel Tax Series 2018 ⁽¹⁾	12/20/2018	183,235,000	4 - 5.2	2/1/2043	161,970,000
Motor Vehicle Fuel Tax Series 2019 ⁽¹⁾	12/19/2019	56,235,000	4 - 5	2/1/2040	50,635,000
		<u>\$ 323,630,000</u>			<u>\$ 296,765,000</u>

¹ Tax Exempt Bond

² Taxable Direct Pay Build America Bond (BAB) providing federally refundable interest credits

³ Taxable Recovery Zone Economic Development Bond (RZEDB) providing federally refundable interest credits

The debt service on bond Series 2018 and 2019 will be payable from net pledged revenues.

The debt service on bond Series 2010E, 2010F, and 2010H will be payable from net pledged revenues and BAB and RZED interest credits to the extent that any such credits are actually received by the RTC.

Net pledged motor vehicle fuel tax revenues for the fiscal year on Motor Vehicle Fuel Tax bonds totaled \$96,662,346 with principal and interest payments on the bonds totaling \$21,446,573. Total principal and interest remaining to be paid on all motor vehicle fuel tax bonds before BAB and RZEDB credits is \$461,289,873 payable through 2043.

Pledged sales tax revenue for the fiscal year on the Series 2010H bonds totaled \$14,624,293. Interest payments totaling \$1,490,200 were made during FY 2023. Total principal and interest remaining to be paid on the Series 2010H bond before BAB interest credits, is \$37,972,185 payable through 2040.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE I – LONG TERM OBLIGATIONS (CONTINUED)

Compensated Absences

The liability for compensated absences is included in noncurrent liabilities on the government-wide Statement of Net Position. The governmental activities liability for compensated absences is for RTC employee benefits which are paid from the General Fund; therefore, no compensated absences liability is reported for in the business-type activities.

Changes in long-term liabilities

Changes in long-term liabilities, for the year ended June 30, 2023, were as follows:

	<u>July 1, 2022</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance June 30, 2023</u>	<u>Due Within One Year</u>
GOVERNMENTAL ACTIVITIES					
Revenue Bonds					
Motor Vehicle Fuel Tax Bonds	\$ 284,675,000	\$ -	\$ (7,910,000)	\$ 276,765,000	\$ 8,300,000
Sales Tax Improvement Bonds	20,000,000	-	-	20,000,000	-
Total Revenue Bonds	<u>304,675,000</u>	<u>-</u>	<u>(7,910,000)</u>	<u>296,765,000</u>	<u>8,300,000</u>
Less					
Bond Premium	30,047,912	-	(1,503,411)	28,544,501	1,503,411
Total Bond Premiums	<u>30,047,912</u>	<u>-</u>	<u>(1,503,411)</u>	<u>28,544,501</u>	<u>1,503,411</u>
Other Liabilities					
Compensated absences	641,627	687,089	(696,878)	631,838	280,263
Total Other Liabilities	<u>641,627</u>	<u>687,089</u>	<u>(696,878)</u>	<u>631,838</u>	<u>280,263</u>
Total Governmental Activities	<u>335,364,539</u>	<u>687,089</u>	<u>(10,110,289)</u>	<u>325,941,339</u>	<u>10,083,674</u>
Total Long-Term Obligations	<u>\$ 335,364,539</u>	<u>\$ 687,089</u>	<u>\$ (10,110,289)</u>	<u>\$ 325,941,339</u>	<u>\$ 10,083,674</u>

Long - term liabilities are liquidated from the General Fund for governmental activities.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE J – DEBT SERVICE REQUIREMENTS

Revenue bond debt service requirements to maturity are as follows:

Year Ending June 30,	Principal ¹	Interest ²	Total
2024	\$ 8,300,000	\$ 16,848,949	\$ 25,148,949
2025	8,715,000	16,433,949	25,148,949
2026	9,145,000	15,998,199	25,143,199
2027	9,600,000	15,540,948	25,140,948
2028	10,075,000	15,060,948	25,135,948
2029-2033	65,455,000	64,986,039	130,441,039
2034-2038	83,530,000	42,317,422	125,847,422
2039-2043	101,945,000	15,310,604	117,255,604
	<u>\$ 296,765,000</u>	<u>\$ 202,497,058</u>	<u>\$ 499,262,058</u>

¹ Principal amounts exclude discounts and premiums

² Interest amounts exclude Build America Bond (BAB) and Recovery Zone Economic Development Bond (RZEDB) credits in the amount of \$27,642,021 through 2043.

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS

Interfund account balances are a result of the timing differences between the dates that interfund goods and services are provided or reimbursable expenditures occur, and transfers between funds are made. Interfund account balances at June 30, 2023 are summarized as follows:

	Due From						Total
	General Fund	Debt Service Fund	Regional Road Impact Fee Fund	Paratransit Fund	Nonmajor Governmental Funds	Proprietary Fund	
Due To:							
General Fund	\$ -	\$ -	\$ 15,196	\$ 285,125	\$ 429,577	\$ 2,307,639	\$ 3,037,537
RRIF Fund	2,651,321	-	-	-	-	-	2,651,321
Paratransit Services	-	-	-	-	-	1,455	1,455
Total Governmental Funds	<u>2,651,321</u>	<u>-</u>	<u>15,196</u>	<u>285,125</u>	<u>429,577</u>	<u>2,309,094</u>	<u>5,690,313</u>
Proprietary Fund	<u>2,890,757</u>	<u>-</u>	<u>-</u>	<u>78,171</u>	<u>30,210</u>	<u>-</u>	<u>2,999,138</u>
	<u>\$ 5,542,078</u>	<u>\$ -</u>	<u>\$ 15,196</u>	<u>\$ 363,296</u>	<u>\$ 459,787</u>	<u>\$ 2,309,094</u>	<u>\$ 8,689,451</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS (CONTINUED)

Transfers are used to (1) move revenues from the fund that statute or budget requires collect them to the funds that statute or budget requires expend them and (2) move receipts restricted to debt service from the funds collecting the receipts to the Debt Service Fund as debt service payments become due. Interfund transfer balances at June 30, 2023 were as follows:

Interfund transfers for the year ended June 30, 2023		
Transfers from:	Transfers to:	Amount
General Fund	Regional Road Impact Fee Fund	\$ 650,000
	Debt Service Fund	23,410,245
	Nonmajor Governmental Funds	1,360,000
	Subtotal	25,420,245
Public Transit Fund	Nonmajor Governmental Funds	240,000
Total Transfers In / Out		<u>\$ 25,660,245</u>

NOTE L – INVESTMENT ACTIVITIES

Investment activities consist of the following as of June 30, 2023:

<u>Governmental Activities</u>	
Interest income	\$ (2,144,993)
Net increase in the fair value of investments	(280,706)
Realized gain	(480,411)
	<u>\$ (2,906,110)</u>
 <u>Business-type Activities</u>	
Interest income	\$ (721,711)
Net increase in the fair value of investments	(105,207)
Realized gain	(139,636)
	<u>\$ (966,554)</u>

The calculation of realized gain or loss is independent of the calculation of the net change in the fair value of investments. Realized gains or losses on investments held more than one fiscal year, which were sold in the current year, have been included as a change in the fair value of investments as reported in prior years and the current year.

NOTE M – LEASE INCOME

The Proprietary Fund owns a building located on Terminal Way in Reno, Nevada. The acquisition cost and subsequent improvements of the building and land are \$8,933,954 as of June 30, 2023. As of June 30, 2023, accumulated depreciation of the building was \$5,046,491.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE M – LEASE INCOME (CONTINUED)

Building space is leased to Truckee Meadows Regional Planning Agency. Future minimum lease receipts are as follows:

Year ending June 30,

2024	\$	<u>28,417</u>
	\$	<u><u>28,417</u></u>

In addition, building space is leased to the General Fund and Special Revenue Funds on a month-to-month basis. Rental income from the Terminal building for the year ended June 30, 2023, was \$327,913 of which \$254,496 was received from the General Fund, and \$45,828 was received from the Special Revenue Fund.

In November 2021, RTC entered into a three year agreement with My Ride to Work, LLC. to allow the use of the Centennial Plaza property for passenger waiting, boarding and alighting for their service between Reno and the Tesla Factory east of Reno. Rental Income of \$18,000 was received in fiscal year 2023.

In December 2021, RTC entered into a three year agreement with Greyhound Lines, Inc. to allow the use of the Centennial Plaza property for the conduct of business operations for passenger bus transportation. Rental income of \$56,400 was received in fiscal year 2023.

Lease income of \$16,500 was received from Lamar Advertising Company for a billboard acquired through property acquisition for the Moana Lane widening project which was paid for by Motor Vehicle Fuel Tax Bond funds.

NOTE N – RETIREMENT PROGRAMS

The RTC contributes to the following retirement programs:

State of Nevada Public Employees' Retirement System

Plan Description

The RTC contributes to the Public Employees' Retirement System (PERS) (the System). PERS administers a cost-sharing, multiple-employer defined benefit Public employees' retirement system which includes both Regular and Police/Fire members. The System was established by the Nevada Legislature in 1947, effective July 1, 1948. The System is administered to provide a reasonable base income to qualified employees who have been employed by a public employer and whose earnings capacities have been removed or substantially impaired by age or disability.

Benefits, as required by the Nevada Revised Statutes (NRS) are determined by the number of years of accredited service at time of retirement and the member's highest average compensation in any 36 consecutive months with special provisions for members entering the System on or after January 1, 2010. Benefit payments to which participants or their beneficiaries may be entitled under the plan include pension benefits, disability benefits, and survivor benefits. Monthly benefit allowances for members are computed as 2.5% of average compensation for each accredited year of service prior to July 1, 2001.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

For service earned on and after July 1, 2001, this multiplier is 2.67% of average compensation. For members entering the System on or after January 1, 2010, there is a 2.5% multiplier. PERS offers several alternatives to the unmodified service retirement allowance which in general, allows the retired employee to accept a reduced service retirement allowance payable monthly during his or her lifetime and various optional monthly payments to a named beneficiary after his or her death. Post-retirement increases are provided by authority of NRS 286.575 -.579.

Regular members are eligible for retirement at age 65 with five years of service, at age 60 with 10 years of service, or at any age with thirty years of service. Regular members entering the System on or after January 1, 2010, are eligible for retirement at age 65 with five years of service, or age 62 with 10 years of service, or any age with thirty years of service. The normal ceiling limitation on monthly benefits allowances is 75% of average compensation. However, a member who has an effective date of membership before July 1, 1985, is entitled to a benefit of up to 90% of average compensation. Members become fully vested as to benefits upon completion of five years of service.

Funding Policy

Plan members are funded under the employer pay contribution plan, wherein the RTC is required to contribute all amounts due under the plan. The authority for establishing and mending the obligation to make contributions and member contribution rates is set by statute. New hires, in agencies which did not elect the Employer-Pay Contribution (EPC) plan prior to July 1, 1983 have the option of selecting one of two contribution plans. Contributions are shared equally by employer and employee. Employees can take a reduced salary and have contributions made by the employer (EPC) or can make contributions by a payroll deduction matched by the employer.

The System's basic funding policy provides for periodic contributions at a level pattern of cost as a percentage of salary throughout an employee's working lifetime in order to accumulate sufficient assets to pay benefits when due. The System receives an actuarial valuation on an annual basis indicating the contribution rates required to fund the System on an actuarial reserve basis. Contributions actually made are in accordance with the required rates established by the Nevada Legislature. These statutory rates are increased/decreased pursuant to NRS 286.421 and 286.450. The actuary funding method used is the Entry Age Normal Cost Method. It is intended to meet the funding objective and result in a relatively level long-term contributions requirement as a percentage of salary. For the fiscal year ended June 30, 2023, the employer-pay contribution rate was 29.75% of annual covered payroll, of which 50% is considered to be employer-paid contribution. The RTC contributes 100% of the required annual contribution. The following are the rates and amounts contributed for the last three years:

<u>Year ending June 30,</u>	<u>Employers Contribution Required</u>	<u>Contribution Rate</u>
2023	\$ 882,994	14.88%
2022	904,880	14.88%
2021	908,360	14.63%

The System's policies which determine the investment portfolio target asset allocation are established by the PERS Board. The asset allocation is reviewed annually and is designed to meet the future risk and return needs of the System. The following was the Board adopted policy target asset allocation as of June 30, 2021:

Asset Class	Target Allocation	Long-term Geometric Expected Real Rate of Return
U.S. Stocks	42.00%	5.50%
International Stocks	18.00%	5.50%
U.S. Bonds	28.00%	0.75%
Private Markets	12.00%	6.65%

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

Pension Liability

The System's net pension liability was measured as of June 30, 2022 and the total pension liability used to calculate it was determined by an actuarial valuation as of that date. The employer allocation percentage of the net pension liability was based on the total contributions due on wages paid during the measurement period. Each employer's proportion of the net pension liability is based on their combined employer and member contributions relative to the total combined employer and member contributions for all employers for the period ended June 30, 2022. At June 30, 2022, RTC's proportion was .08226%, which was a .00453% decrease from its proportion measured at June 30, 2021.

The following presents the net pension liability of the RTC as of June 30, 2022, calculated using the discount rate of 7.25%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current discount rate:

	1% Decrease in Discount Rate (6.25%)	Discount Rate (7.25%)	1% Increase in Discount Rate (8.25%)
RTC's proportionate share of the net pension liability	\$ 22,803,313	\$ 14,852,413	\$ 8,291,728

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the PERS Comprehensive Annual Financial Report, available on the PERS website at www.nvpers.org.

Actuarial Assumptions

The System's net pension liability was measured as of June 30, 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The total pension liability was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation rate	2.50%
Investment Rate of Return	7.25%
Productivity pay increase	0.50%
Projected salary increases	Regular: 4.20% to 9.10%, depending on service Rates include inflation and productivity increases
Mortality rate	Healthy/Regular: RP-2000 Combined Healthy Mortality Table projected to 2016 with Scale AA, set back one year for females (no age setback for males) Disables/Regular: RP-2000 Disabled Retiree Mortality table projected to 2016 with Scale AA, set forward three years
Other assumptions	Same as those used in the June 30, 2022 funding actuarial valuation

Actuarial assumptions used in the June 30, 2022 valuation were based on the results of the experience.

The discount rate used to measure the total pension liability was 7.25% as of June 30, 2022. The projection of cash flows used to determine the discount rate assumed plan contributions will be made in amounts consistent with statutory provisions and recognizing the plan's current funding policy and cost-sharing mechanism between employers and members. For this purpose, all contributions that are intended to fund benefits for all plan members and their beneficiaries are included, except that projected contributions that are intended to fund the service costs for future plan members and their beneficiaries are not included. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees’ Retirement System (continued)

payments for current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability as of June 30, 2022.

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pension

As of June 30, 2023, RTC's total pension income is \$1,331,502. At June 30, 2022, the plan's measurement date, RTC's reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,923,143	\$ 10,610
Changes of assumptions	1,907,896	-
Net difference between projected and actual earnings on investments	181,209	-
Changes in proportion and differences between actual contributions and proportionate share of contributions	298,470	532,701
Total before contribution subsequent to measurement date	4,310,718	543,311
Contributions subsequent to the measurement date	882,994	-
Total	\$ 5,193,712	\$ 543,311

As of June 30, 2023 RTC reported \$882,994 deferred outflows of resources related to pensions resulting from employer contributions subsequent to the June 30, 2022 measurement date which will be recognized as a reduction of the net pension liability in the year ending June 30, 2024 measured as of June 30, 2023.

Average expected remaining service lives are 4.7 years.

RTC's deferred outflows/(inflows) of resources related to pension will be recognized as follows:

Reporting period ended June 30:

2024	\$ 577,917
2025	548,478
2026	489,700
2027	1,894,774
2028	256,538

Additional information supporting the Schedule of Employer Allocations and the Schedule of Pension amounts by Employer is located in the PERS Comprehensive Annual Financial Report available on the PER's website at www.nvpers.org under Quick Links – Publications.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

RTC – Internal Revenue Code Section 457 Deferred Compensation Plan

The RTC offers a non-qualified deferred compensation plan to its employees under Internal Revenue Code (IRC) Section 457. The plan is offered to all RTC employees and permits them to defer a portion of their salary until future years. The accumulated amount of each employee's deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. All assets and income of the plan are held in trust for the exclusive benefit of the participants and their beneficiaries and are administered by an independent plan administrator. The RTC does not have fiduciary accountability for the plan. The RTC elects to contribute to each employee's deferred compensation plan, as matching funds, up to 1% of each employee's annual base salary. The RTC also matches 7% of the Executive Director's salary. Total contributions to the plan for the year ended June 30, 2023 were \$120,568.

RTC – 401(a) Plan

On December 17, 2004, the RTC established a 401(a) Money Purchase Retirement Plan through ICMA Retirement Corporation. The ICMA Retirement Corporation Governmental Money Purchase Plan & Trust was established for the exclusive benefit of eligible employees and their beneficiaries under Section 401(a) of the IRC. The plan year coincides with the calendar year. All employees whose positions are covered by PERS are eligible to participate. The Plan is voluntary and there are no mandatory contributions from employees or the RTC. Contributions are limited to less than 25% of compensation, and compensation has been defined to include overtime and bonuses. The decision to participate is a one-time irrevocable decision. Loans are not permitted under the plan.

In 2009, the Internal Revenue Service (IRS) ruled that annual open enrollment periods for 401(a) plans would no longer be allowed. New plan enrollments are only allowed for new hires within the first sixty days of employment.

RTC – Retirement Health Savings Plans

On December 17, 2004, the RTC established a Retirement Health Savings Plan (RHS Plan). The RHS Plan was funded through voluntary employee contributions. The assets of the Plan are held in trust for the exclusive benefit of the RHS Plan participants and their beneficiaries, with the ICMA Retirement Corporation serving as the trustee. Once an employee participates in the RHS Plan, the election to contribute is irrevocable. The participant is eligible to receive benefits upon separation from service.

In 2007, the IRS ruled that the elective features of the types of plans like the RHS Plan would not be permitted after December 31, 2007. Although the ICMA and IRS reached a settlement preserving the existing favorable tax treatment of participants already in the RHS Plan, no new participants can join the plan and no further contributions can be made to the Plan by existing participants.

NOTE O – FUND BALANCES / NET POSITION

Government-wide Financial Statements

The government-wide Statement of Net Position is categorized as net investment in capital assets, restricted and unrestricted. Governmental Activities reports \$8,198,461 in net investment in capital assets and \$146,419,164 of restricted net position which is restricted by terms of grants and by enabling legislation for street and highway construction. Another \$24,852,559 is subject to restrictions by the terms of bond covenants for future debt service requirements of principal and interest. Unrestricted net position is \$(345,021,964), and total net position is \$(165,551,780). The negative unrestricted balances are the result of bonds issued during the fiscal years ended June 30, 2010, June 30, 2019 and June 30, 2020 totaling \$323,630,000 in the aggregate. Proceeds of the bonds have been used to fund various street and highway projects.

**Regional Transportation Commission
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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Government-wide Financial Statements (continued)

RTC's Street and Highway program builds and maintain streets and highways, which are then dedicated to Reno, Sparks, and Washoe County. As a result the RTC carries a large debt burden with no offsetting asset. The debt will be paid through pledged motor vehicle fuel and sales taxes projected to be collected over the next 21 years. Management believes that the RTC will have sufficient cash flow to service the debt.

The net position for Business-type Activities is categorized as net investment in capital assets and unrestricted. The total net position at June 30, 2023 is \$153,218,000.

Fund Financial Statements

Governmental Funds

Governmental fund balances are classified as nonspendable, restricted, and assigned based primarily on the extent to which the RTC is bound to honor constraints on the specific purposes for which amounts in those funds can be spent.

Nonspendable funds include amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. At June 30, 2023, nonspendable funds consisted of prepaid items and deposits totaling \$532,180.

Restricted fund balances are restricted to specific purposes either by external restrictions (debt covenants, grantors, laws or regulations of other governments) or restrictions imposed by law through constitutional provisions or enabling legislation.

At June 30, 2023, the RTC had \$4,155,263 in restricted fund balances on unspent federal grants match.

The restricted amounts for street and highway construction represent project appropriations for construction planning commitments as permitted by state statute.

The changes in the amounts for project appropriations in the General Fund (Regional Street and Highway) during the year ended June 30, 2023 were as follows:

Balance at July 1, 2022	\$	189,265,399
Project appropriations		48,669,044
Expenditures		75,791,348
Net project adjustments		(26,113,376)
Total balance for project appropriations at June 30, 2023	\$	<u>136,029,719</u>

The total balance for project appropriations exceeds the available restricted fund balance of \$113,027,358 for street and highway construction in the General Fund by \$23,002,361. Since the expenditures for these projects will span more than one year, future revenue sources will be required to fund these appropriations.

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NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Fund Financial Statements (continued)

The changes in the amounts for project appropriations of the Special Revenue Fund (Regional Road Impact Fee) during the year ended June 30, 2023 were as follows:

Balance at July 1, 2022	\$	30,198,442
Project appropriations		831,683
Expenditures		12,414,861
Net project adjustments		<u>(5,103,043)</u>
Total balance for project appropriations at June 30, 2023	\$	<u><u>13,512,221</u></u>

The available restricted fund balance for street and highway construction in the Regional Road Impact Fee Fund is \$29,236,543 which exceeds the total balance for project appropriations by \$15,724,322.

Debt Service restricted funds of \$24,852,559 represents resources legally restricted by bond covenants for future debt service requirements of both principal and interest.

Assigned fund balances represent amounts that are constrained by the RTC's intent to use the funds for specific purposes. The RTC had \$4,116,142 in assigned balances which have been assigned for the purposes of the Paratransit Services Fund, \$64,938 have been assigned for the purposes of the Debt Service Fund, and \$480,853 assigned for purposes of the Metropolitan Planning Organization fund.

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS

In addition to the pension benefits described in Note N, the RTC provides other postemployment health benefits (OPEB) for eligible retirees through the RTC Retiree Health Benefit Program (RTC RHBP), a single employer defined benefit OPEB plan, and participates in the State of Nevada's Public Employee Benefit Plan (PEBP), an agent multiple-employer defined benefit OPEB plan. There are no assets accumulated in a GASB-compliant trust to pay related benefits to RTC RHBP and PEBP.

RTC Retiree Health Benefit Program (RTC RHBP)

Plan Description

In accordance with NRS 287.010, the RTC Commission established and administers a retiree health insurance plan through the RTC Personnel Rules to provide postemployment benefits to eligible employees upon retirement. Retirees are offered medical, vision, and life insurance coverage through a single-employer defined benefit plan. As of June 30, 2022, all employees hired before June 1, 2013 who retire from the RTC and meet the requirements for retirement under the Public Employees Retirement System of Nevada (PERS) are eligible to participate. The plan benefit formula is based on years of service and retirees can choose from a self-funded group health plan or an HMO. The plan does not issue a separate financial report.

Funding Policy

The contribution requirements and benefits of the RTC are established and may be amended by the RTC Commission through the RTC Personnel Rules. The RTC contributes 50% of the health benefit premium for retirees with at least 10 years of service, 75% with 15 years, and 100% with 20 years or more. The benefit is reduced by 50% for part-time employees achieving the required milestones. Benefits are paid on a pay-as-you-go basis.

As of June 30, 2022 actuarial evaluation, the following employees were covered by the benefit terms:

Active employees		63
Retirees		<u>41</u>
Total Participants		<u><u>104</u></u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

State of Nevada’s Public Employee Benefit Plan (PEBP)

Plan Description

NRS 287.023 allowed retired employees of governmental entities within the State of Nevada to join the State’s Public Employee Benefit Program (PEBP), an agent multiple-employer defined benefit OPEB plan administered by a nine member governing board. PEBP provided medical, prescription, vision, life and accident insurance, and dental for retirees. The Plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the Plan and no financial reports are issued.

Eligibility, benefit provisions, and subsidy requirements are governed by statutes of the State of Nevada and can only be amended through legislation. The statutes were revised effective November 30, 2008, to create new participation limitations so that only active members of PEBP can elect coverage after retirement. While the plan is generally closed to RTC retirees after September 1, 2008, former employees covered by PEBP at the time of their retirement (through a subsequent employer) may join the plan. For a retiree to participate in the PEBP program, the participant must be receiving PERS benefit.

Funding Policy

The RTC is required to provide a subsidy for their retirees that have elected to join PEBP. The subsidy is paid on the pay-as-you-go basis. Contribution requirements for plan members and the participating employers are assessed by the PEBP Board annually. Unsubsidized non-state retiree plan rates in effect for the fiscal year ranged from \$573 to \$731 per month. The contributions required for PEBP subsidies depend on the date of retirement or prior years of Public Employees Retirement System (PERS) service former employees earned while working for the RTC. The subsidy depends on years of service and ranges from a minimum of \$37 for 16 years of service to a maximum of \$187 for 20 years of service. These subsidies are then allocated and billed to all applicable former employers of the retiree.

RTC’s portion of the monthly subsidies ranged from \$2 to \$74 during the 2023 fiscal year. Subsidies for retiree premiums are required to be paid directly to the State when due.

As of June 30, 2022 actuarial evaluation, the following employees were covered by the benefit terms:

Active employees	0
Retirees	6
Total Participants	<u>6</u>

Total OPEB Liability

An actuarial valuation performed as of June 30, 2022 was used to determine the total OPEB liability for both the RTC and PEBP plans for their fiscal year ended June 30, 2023. The plans are funded on a pay-as-you-go basis with zero percent funding for the plan. For fiscal year 2023, the RTC’s cost of the RTC plan was \$333,216 for 41 eligible retirees. The RTC’s cost of the PEBP plan was \$3,054 for 6 eligible retirees. The RTC RHBP total OPEB liability is \$17,153,967. The PEBP total OPEB liability is \$48,481. RTC’s total OPEB liability for both plans is \$17,202,448.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

Actuarial Assumptions

The total OPEB liability in the June 30, 2022 actuarial valuation was determined using the following actuarial methods and assumptions, applied to all periods included in the measurement, unless otherwise specified:

	<u>RTC Plan</u>	<u>PEBP</u>
Funding Method	Entry Age Normal	Entry Age Normal
Discount Rate	4.09% as of June 30, 2022	4.09% as of June 30, 2022
Salary Increase	3.0% per year	Not Applicable
General Inflation Rate	2.5% per year	2.5% per year
Municipal Bond Index	S&P General Obligation Municipal Bond 20 Year High Grade Index	S&P General Obligation Municipal Bond 20 Year High Grade Index
Mortality Rate	S&P General Obligation Municipal Bond 20 Year High Grade Index	Amount Weighted Pub-2010 with separate male & female adjustments; projected with projected with MacLeod Watts Scale 2022
Healthcare Cost Trend	5.6% for 2023, grading to 3.9% by 2076	Before Medicare: Not applicable; after Medicare: 4.5% per year
Medicare Eligibility and Enrollment	Absent contrary data, all individuals are assumed to be eligible for Medicare Parts A and B at 65. Current actives: If eligible for an RTC paid benefit, 100% are assumed to migrate to the Medicare version of their current plan at age 65. Current Medicare enrollment is assumed to continue for life status	Absent contrary data, all individuals are assumed to be eligible for Medicare Parts A and B at 65. Retirees over 65 who are not eligible for Medicare are assumed to remain ineligible

Mortality rates were based on the most recently published report of the Nevada Public Employees Retirement System, dated June 30, 2023, except for a different basis used to project future mortality improvements. The discount rate was based on the published change in return for the applicable municipal bond index.

The actuarial assumptions used for the fiscal year ending June 30, 2023 were measured as of June 30, 2022, based on a June 30, 2022 measurement date for both plans.

Changes in OPEB Liabilities

Changes in the Total OPEB Liability - RTC PLAN:

Balance at June 30, 2022	\$ 25,671,243
Service Cost	491,683
Interest	564,397
Differences between expected and actual experience	(1,073,600)
Changes of assumptions	(7,953,465)
Benefit Payments	(546,291)
Net Changes	(8,517,276)
Balance at June 30, 2023	\$ 17,153,967

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

Changes in OPEB Liabilities (continued)

Changes in the Total OPEB Liability - PEBP:

Balance at June 30, 2022	\$ 68,470
Interest	1,450
Changes of assumptions	(13,638)
Plan Experience	(3,925)
Benefit Payments	(3,876)
Net Changes	(19,989)
Balance at June 30, 2023	\$ 48,481

A change in the discount rate from 2.18% as of June 30, 2021 to 4.09% as of June 30, 2022, based on the published change in the return for the applicable municipal bond index, as well as change in mortality rate based on a switch from the MacLeod Watts Scale 2020 to the MacLeod Watts Scale 2022 .

Sensitivity of the total OPEB liabilities to changes in the discount rate. The following presents the total OPEB liabilities of the plans, as well as what each plan's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (3.09 percent) or 1-percentage-point higher (5.09 percent) than the current discount rate:

	Current - 1% 3.09%	Current 4.09%	Current +1% 5.09%
RTC PLAN - Total OPEB Liability	\$ 19,751,896	\$ 17,153,967	\$ 15,026,014
PEBP - Total OPEB Liability	\$ 53,742	\$ 48,481	\$ 44,010

Sensitivity of the total OPEB liabilities to changes in the healthcare cost trend rates. The following presents the total OPEB liabilities of the plans, as well as what each plan's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	Current Trend -1%	Current Trend	Current Trend +1%
RTC PLAN - Total OPEB Liability	\$ 14,971,533	\$ 17,153,967	\$ 19,817,067
PEBP - Total OPEB Liability	\$ 44,199	\$ 48,481	\$ 53,410

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2023

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2023, the RTC recognized OPEB expense of \$1,366,677. At June 30, 2023, the RTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	RTC PLAN	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	\$ 6,128,676	\$ 6,842,556
Differences between expected and actual experiences	539,066	1,170,744
Net difference between projected and actual earnings on investments	-	-
Benefits paid subsequent to the measurement date	595,527	-
Total	\$ 7,263,269	\$ 8,013,300

	PEBP PLAN	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	\$ -	\$ -
Differences between expected and actual experiences	-	-
Net difference between projected and actual earnings on investments	-	-
Benefits paid subsequent to the measurement date	3,054	-
Total	\$ 3,054	\$ -

\$598,581 reported as deferred outflows of resources related to benefits paid subsequent to measurement date will be recognized as a reduction of other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be the total OPEB liability in the year ended June 30, 2024. OPEB expense as follows:

Year ended June 30,	
2024	\$ 473,812
2025	521,298
2026	528,605
2027	(465,701)
2028	(1,192,149)
Thereafter	(1,211,423)



REQUIRED SUPPLEMENTARY INFORMATION

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2023

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS - PEBP^{1, 2}

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB liability						
Service Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	1,450	1,726	1,898	2,037	2,274	2,116
Changes of benefit terms		-	-	-	-	-
Differences between expected and actual experiences	(3,925)	-	(1,554)	-	(5,598)	-
Changes of assumptions or other inputs	(13,638)	3,708	514	1,553	3,406	(3,835)
Benefit payments	<u>(3,876)</u>	<u>(3,730)</u>	<u>(4,206)</u>	<u>(3,642)</u>	<u>(5,112)</u>	<u>(4,069)</u>
Net change in total OPEB liability	(19,989)	1,704	(3,348)	(52)	(5,030)	(5,788)
Total OPEB liability - beginning	68,470	66,766	70,114	70,166	75,196	80,984
Total OPEB liability - ending	<u>\$ 48,481</u>	<u>\$ 68,470</u>	<u>\$ 66,766</u>	<u>\$ 70,114</u>	<u>\$ 70,166</u>	<u>\$ 75,196</u>

¹ GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.

² The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Note: There are no assets accumulated in a trust to pay related benefits.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2023

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS-RTC Plan ^{1,2}

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB liability						
Service Cost	\$ 491,683	\$ 416,972	\$ 410,545	\$ 378,080	\$ 476,389	\$ 518,107
Interest	564,397	672,020	433,143	435,390	451,548	403,526
Changes of benefit terms	-	(1,954,115)	-	-	-	-
Differences between expected and actual experiences	(1,073,600)	-	1,020,374	-	(984,820)	-
Changes of assumptions or other inputs	(7,953,465)	1,951,462	8,344,164	485,035	727,940	(1,140,051)
Benefit payments	(546,291)	(524,069)	(427,078)	(406,008)	(371,592)	(369,079)
Net change in total OPEB liability	(8,517,276)	562,270	9,781,148	892,497	299,465	(587,497)
Total OPEB liability - beginning	25,671,243	25,108,973	15,327,825	14,435,328	14,135,863	14,723,360
Total OPEB liability - ending	<u>\$ 17,153,967</u>	<u>\$ 25,671,243</u>	<u>\$ 25,108,973</u>	<u>\$ 15,327,825</u>	<u>\$ 14,435,328</u>	<u>\$ 14,135,863</u>
Covered employee payroll	\$ 6,091,457	\$ 6,211,005	\$ 6,199,104	\$ 4,545,798	\$ 4,105,655	\$ 3,857,000
Net OPEB liability as a percentage of covered payroll	281.61%	413.32%	405.04%	337.19%	351.60%	366.50%

¹ GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.

² The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Note: There are no assets accumulated in a trust to pay related benefits.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2023

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY - LAST TEN YEARS ^{1, 2}

	<u>2022 Valuation</u>	<u>2021 Valuation</u>	<u>2020 Valuation</u>	<u>2019 Valuation</u>	<u>2018 Valuation</u>	<u>2017 Valuation</u>	<u>2016 Valuation</u>	<u>2015 Valuation</u>	<u>2014 Valuation</u>
RTC's proportion of the net pension liability	0.08226%	0.08679%	0.08658%	0.08581%	0.08096%	0.08207%	0.08636%	0.08468%	0.08501%
RTC's proportionate share of the net pension liability	\$ 14,852,413	\$ 7,914,280	\$ 12,059,522	\$ 11,701,660	\$ 11,040,636	\$ 10,915,835	\$ 11,621,332	\$ 9,704,188	\$ 8,860,041
RTC's covered payroll	\$ 6,091,457	\$ 6,211,005	\$ 6,199,104	\$ 5,910,545	\$ 5,364,778	\$ 5,262,122	\$ 5,279,436	\$ 5,076,193	\$ 5,003,226
RTC's proportionate share of the net pension liability as a percentage of its covered payroll	243.82%	127.42%	194.54%	197.98%	205.80%	207.44%	220.12%	191.17%	177.09%
Plan fiduciary net position as a percentage of the total pension liability	75.12%	86.50%	77.04%	76.46%	75.24%	74.42%	72.20%	75.10%	76.30%

SCHEDULE OF THE REGIONAL TRANSPORTATION COMMISSION'S CONTRIBUTION - LAST TEN YEARS ²

State of Nevada Public Employees' Retirement System (PERS)

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Statutorily required contribution	\$ 882,994	\$ 904,880	\$ 908,360	\$ 902,301	\$ 826,108	\$ 751,034	\$ 736,697	\$ 732,190	\$ 643,712
Contributions in relation to the statutorily required contribution	\$ 882,994	\$ 904,880	\$ 908,360	\$ 902,301	\$ 826,108	\$ 751,034	\$ 736,697	\$ 732,190	\$ 643,712
Contribution (deficiency) excess	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Employer's covered payroll	\$ 5,936,098	\$ 6,091,457	\$ 6,211,005	\$ 6,199,104	\$ 5,910,545	\$ 5,364,778	\$ 5,262,122	\$ 5,279,436	\$ 5,076,193
Contributions as a percentage of covered payroll	14.88%	14.88%	14.63%	14.63%	14.00%	14.00%	14.00%	13.87%	12.68%

¹ The amounts presented for each fiscal year is of the valuation determined one year in arrears from the basic financial statements. For example, the fiscal year 2018 basic financial statements are based on the 2017 valuation.

² GASB Statement No. 68 requires ten years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.



SUPPLEMENTARY INFORMATION



**SUPPLEMENTARY INFORMATION - CAPITAL ASSETS USED IN
THE OPERATION OF GOVERNMENTAL FUNDS**

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY SOURCES**

June 30, 2023

Governmental funds capital assets

Land	\$ 1,807,090
Buildings and leasehold improvements	8,416,405
Revenue vehicles	8,702,794
Other equipment	2,598,013
Construction in progress	<u>190,575</u>

Total governmental funds capital assets \$ 21,714,877

**Investments in governmental capital assets
by source**

General fund	\$ 3,139,394
Special revenue funds	<u>18,575,483</u>

Total governmental funds capital assets \$ 21,714,877

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY FUNCTION AND ACTIVITY**

June 30, 2023

Function and Activity	Land	Buildings and Leasehold Improvements	Revenue Vehicles	Other Equipment	Construction in Progress	Total
General government	\$ 932,500	\$ 1,351,886	\$ -	\$ 855,008	\$ -	\$ 3,139,394
Metropolitan planning	-	-	-	186,712	-	186,712
Transportation services	874,590	7,064,519	8,702,794	1,556,293	190,575	18,388,771
Total governmental funds capital assets	<u>\$ 1,807,090</u>	<u>\$ 8,416,405</u>	<u>\$ 8,702,794</u>	<u>\$ 2,598,013</u>	<u>\$ 190,575</u>	<u>\$ 21,714,877</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE OF CHANGES BY FUNCTION AND ACTIVITY**

Year ended June 30, 2023

Function and Activity	Governmental Funds Capital Assets July 1, 2022	Additions	Deletions	Governmental Funds Capital Assets June 30, 2023
General government	\$ 3,662,114	\$ -	\$ (522,720)	\$ 3,139,394
Metropolitan planning	195,099	-	(8,387)	186,712
Transportation services	16,479,297	2,233,698	(324,224)	18,388,771
Total governmental funds capital assets	<u>\$ 20,336,510</u>	<u>\$ 2,233,698</u>	<u>\$ (855,331)</u>	<u>\$ 21,714,877</u>



OTHER REPORTING INFORMATION

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
GENERAL FUND
(Regional Street and Highway Fund)**

**Year ended June 30, 2023
With comparative actual amounts for the year ended June 30, 2022**

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2022 Actual Amounts</u>
Labor	\$ 2,701,284	\$ 2,712,145	\$ 10,861	\$ 2,491,203
Fringe	1,324,159	1,320,068	(4,091)	1,186,924
Services	1,894,557	3,433,516	1,538,959	1,905,465
Materials and supplies	80,325	81,234	909	60,318
Utilities	40,916	34,359	(6,557)	31,374
Insurance costs	31,075	40,000	8,925	34,006
Miscellaneous expense	4,938,147	452,192	(4,485,955)	330,806
Street and highway projects	75,791,348	117,053,500	41,262,152	72,053,269
Total current expenditures	<u>\$ 86,801,811</u>	<u>\$ 125,127,014</u>	<u>\$ 38,325,203</u>	<u>\$ 78,093,365</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
DEBT SERVICE FUND**

Year ended June 30, 2023

With comparative actual amounts for the year ended June 30, 2022

	Actual Amounts	Final Budget	Variance to Final Budget	2022 Actual Amounts
Principal	\$ 7,910,000	\$ 7,910,000	\$ -	\$ 7,540,000
Interest	15,026,773	15,219,449	192,676	14,294,935
Debt service fees and other fiscal charges	30,400	55,000	24,600	25,433
Total current expenditures	<u>\$ 22,967,173</u>	<u>\$ 23,184,449</u>	<u>\$ 217,276</u>	<u>\$ 21,860,368</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2023

With comparative actual amounts for the year ended June 30, 2022

	Actual Amounts	Final Budget	Variance to Final Budget	2022 Actual Amounts
Labor	\$ 67,310	\$ 369,591	\$ 302,281	\$ 242,245
Fringe	33,153	127,656	94,503	115,539
Services	32,001	156,952	124,951	78,865
Materials and supplies	1,310	6,109	4,799	4,209
Utilities	1,021	3,342	2,321	3,056
Miscellaneous expense	5,042	18,114	13,072	15,447
Capacity improvement projects	12,414,861	20,600,000	8,185,139	3,508,640
Capital contribution projects	-	7,350,000	7,350,000	-
Total current expenditures	<u>\$ 12,554,698</u>	<u>\$ 28,631,764</u>	<u>\$ 16,077,066</u>	<u>\$ 3,968,001</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)**

**Year ended June 30, 2023
With comparative actual amounts for the year ended June 30, 2022**

	Actual Amounts	Final Budget	Variance to Final Budget	2022 Actual Amounts
Labor	\$ 726,826	\$ 951,983	\$ 225,157	\$ 760,863
Fringe	357,996	411,938	53,942	362,895
Services	424,787	449,904	25,117	323,944
Materials and supplies	265,288	337,287	71,999	172,614
Utilities	55,458	46,146	(9,312)	30,242
Casualty/liability insurance	62,149	65,000	2,851	60,075
Miscellaneous expense	566,173	853,224	287,051	348,290
Purchased transportation services	7,534,617	10,858,172	3,323,555	6,634,784
Total current expenditures	<u>\$ 9,993,294</u>	<u>\$ 13,973,654</u>	<u>\$ 3,980,360</u>	<u>\$ 8,693,707</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND - NONMAJOR FUND
(Metropolitan Planning Organization Fund)**

Year ended June 30, 2023

With comparative actual amounts for the year ended June 30, 2022

	Actual Amounts	Final Budget	Variance to Final Budget	2022 Actual Amounts
Labor	\$ 990,554	\$ 1,248,261	\$ 257,707	\$ 1,144,558
Fringe	494,028	591,732	97,704	557,906
Services	706,154	1,842,006	1,135,852	1,099,557
Materials and supplies	25,313	63,716	38,403	37,592
Utilities	15,031	15,215	184	14,442
Casualty/liability insurance	15,538	42,500	26,962	16,817
Miscellaneous expense	205,977	330,844	124,867	226,512
Total current expenditures	<u>\$ 2,452,595</u>	<u>\$ 4,134,274</u>	<u>\$ 1,681,679</u>	<u>\$ 3,097,384</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
DEBT SERVICE FUND**

Year ended June 30, 2023

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Investment income	\$ 30,000	\$ 30,000	\$ 238,861	\$ 208,861
Total revenues	<u>30,000</u>	<u>30,000</u>	<u>238,861</u>	<u>208,861</u>
Expenditures				
Current:				
Debt service:				
Principal	7,910,000	7,910,000	7,910,000	-
Interest	15,219,449	15,219,449	15,026,773	192,676
Debt service fees and other fiscal charges	55,035	55,035	30,400	24,635
Total expenditures	<u>23,184,484</u>	<u>23,184,484</u>	<u>22,967,173</u>	<u>217,311</u>
Deficiency of revenues under expenditures	<u>(23,154,484)</u>	<u>(23,154,484)</u>	<u>(22,728,312)</u>	<u>426,172</u>
Other financing sources				
Transfers in	23,184,484	23,184,484	23,410,245	225,761
Total other financing sources	<u>23,184,484</u>	<u>23,184,484</u>	<u>23,410,245</u>	<u>225,761</u>
Net change in fund balance	30,000	30,000	681,933	651,933
Fund balance - beginning	<u>22,877,005</u>	<u>22,877,005</u>	<u>24,235,564</u>	<u>1,358,559</u>
Fund balance - ending	<u>\$ 22,907,005</u>	<u>\$ 22,907,005</u>	<u>\$ 24,917,497</u>	<u>\$ 2,010,492</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
PROPRIETARY FUND
(Public Transit Fund)**

**Year ended June 30, 2023
With comparative actual amounts for the year ended June 30, 2022**

	2023			2022
	Final Budget	Actual Amounts	Variance to Final Budget	Actual Amounts
Operating revenues				
Passenger fares	\$ 3,629,314	\$ 3,097,240	\$ (532,074)	\$ 2,129,004
Bus advertising	240,000	193,552	(46,448)	167,050
Rental income	402,300	402,313	13	401,510
Miscellaneous	50,000	96,016	46,016	114,056
Total operating revenues	<u>4,321,614</u>	<u>3,789,121</u>	<u>(532,493)</u>	<u>2,811,620</u>
Operating expenses				
General administration	37,898,146	36,785,709	1,112,437	27,354,290
Depreciation	7,716,202	8,922,080	(1,205,878)	8,666,303
Total operating expenses	<u>45,614,348</u>	<u>45,707,789</u>	<u>(93,441)</u>	<u>36,020,593</u>
Operating loss	<u>(41,292,734)</u>	<u>(41,918,668)</u>	<u>(625,934)</u>	<u>(33,208,973)</u>
Nonoperating revenues				
Operating subsidies:				
Federal government grants	4,178,560	6,878,993	2,700,433	12,482,164
State grants	-	1,027	1,027	-
Other revenue:				
Public transportation tax	18,918,377	15,936,439	(2,981,938)	20,540,332
Public transportation taxes pledged	14,778,918	14,624,293	(154,625)	14,693,554
Investment income/ (loss)	250,000	966,554	716,554	(1,574,140)
Gain on sale of capital assets	-	-	-	(70,877)
Loss on sale of capital assets	20,000	(229,323)	(249,323)	-
Total nonoperating revenues	<u>38,145,855</u>	<u>38,177,983</u>	<u>32,128</u>	<u>46,071,033</u>
Income (loss) before capital contributions and transfers	(3,146,879)	(3,740,685)	(593,806)	12,862,060
Capital contributions				
Federal grants	16,342,450	6,278,805	(10,063,645)	8,928,815
Total capital contributions	<u>16,342,450</u>	<u>6,278,805</u>	<u>(10,063,645)</u>	<u>8,928,815</u>
Transfers out	<u>(240,000)</u>	<u>(240,000)</u>	<u>-</u>	<u>(120,000)</u>
CHANGE IN NET POSITION	<u>\$ 12,955,571</u>	<u>\$ 2,298,120</u>	<u>\$ (10,657,451)</u>	<u>\$ 21,670,875</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF EXPENSES BY OBJECT CLASSES - BUDGET AND ACTUAL
PROPRIETARY FUND
(Public Transit Fund)**

**Year ended June 30, 2023
With comparative actual amounts for the year ended June 30, 2022**

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2022 Actual Amounts</u>
Labor	\$ 2,037,552	\$ 2,504,025	\$ 466,473	\$ 2,137,019
Fringe	1,421,064	1,824,868	403,804	796,491
Services	3,784,536	4,451,581	667,045	3,325,442
Materials and supplies	1,784,653	1,843,293	58,640	1,301,695
Utilities	544,960	479,439	(65,521)	382,991
Casualty/liability insurance	322,573	225,000	(97,573)	207,102
Miscellaneous expenses	867,844	484,250	(383,594)	293,966
Purchased transportation services	<u>26,022,527</u>	<u>26,085,690</u>	<u>63,163</u>	<u>18,909,584</u>
Operating expenses before depreciation	36,785,709	37,898,146	1,112,437	27,354,290
Depreciation	<u>8,922,080</u>	<u>7,716,202</u>	<u>(1,205,878)</u>	<u>8,666,303</u>
Total operating expenses	<u>\$ 45,707,789</u>	<u>\$ 45,614,348</u>	<u>\$ (93,441)</u>	<u>\$ 36,020,593</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF SPECIAL AND REGULAR MOTOR
VEHICLE FUEL TAX COLLECTIONS BY MONTH**

Year ended June 30, 2023

Date Collected by State of Nevada	RTC Special Motor Vehicle Fuel Tax - 4¢	RTC Special Motor Vehicle Fuel Tax - 5¢	RTC Special Motor Vehicle Fuel Tax - CPI Index ¹	RTC Special Motor Vehicle Fuel Tax - PPI Index ²	Local Regular Motor Vehicle Fuel Tax - 5.35¢	Local Regular Motor Vehicle Fuel Tax - 1¢	Local Regular Motor Vehicle Fuel Tax - Index	Total
July 2022	\$ 607,228	\$ 772,835	\$ 1,374,333	\$ 5,934,848	\$ 719,892	\$ 153,340	\$ 969,666	\$ 10,532,142
August 2022	632,054	804,432	1,430,510	6,221,147	744,329	159,610	1,009,302	11,001,384
September 2022	585,341	744,979	1,324,875	5,796,267	698,552	147,813	934,770	10,232,597
October 2022	581,490	740,079	1,316,101	5,707,073	696,064	146,841	928,580	10,116,228
November 2022	548,872	698,564	1,242,241	5,342,569	656,469	138,604	876,467	9,503,786
December 2022	530,212	674,816	1,209,742	4,959,911	659,185	137,892	853,537	9,025,295
January 2023	510,543	649,782	1,155,397	4,772,342	622,320	128,925	815,195	8,654,504
February 2023	509,658	648,655	1,153,348	4,876,762	601,086	128,701	813,749	8,731,959
March 2023	533,788	679,367	1,208,111	5,118,679	651,510	134,795	852,390	9,178,640
April 2023	588,045	748,421	1,330,938	5,545,480	683,999	148,496	939,047	9,984,426
May 2023	589,015	749,655	1,333,187	5,672,563	717,568	148,741	940,635	10,151,364
June 2023	595,285	757,635	1,347,381	5,807,789	702,301	150,324	950,649	10,311,364
	<u>\$ 6,811,531</u>	<u>\$ 8,669,220</u>	<u>\$ 15,426,164</u>	<u>\$ 65,755,431</u>	<u>\$ 8,153,275</u>	<u>\$ 1,724,082</u>	<u>\$ 10,883,987</u>	<u>\$ 117,423,690</u>

Allocation

Regional Transportation Commission, Washoe County, Nevada

General Fund	\$ 94,332,346
Regional Road Impact Fee Fund	650,000
Other governmental funds	1,680,000
	<u>96,662,346</u>

Distributed to the City of Reno, City of Sparks
and Washoe County, Nevada

	<u>20,761,344</u>
	<u>\$ 117,423,690</u>

Notes:

¹ From October 2003 through December 2009, the Washoe County Tax Ordinance provided that the rate of levy of the 9 cent motor vehicle fuel tax would be increased on the first day of each fiscal year by the lesser of (i) 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years.

² On November 4, 2008, the voters of Washoe County approved Washoe County Ballot Question RTC-5 which imposed additional county taxes on motor vehicle fuel and various special fuels used in motor vehicles. These taxes cause annual increases in the current amount of taxes imposed on such fuels based upon the lesser of the average increase in the Producer Price Index for construction materials for the preceding 10 years or 7.8%. SB201 carried out the ballot question and it became effective January 1, 2010. The new basis for calculation is the 9 cent per gallon rate indexed by the CPI through December 31, 2009 for a base rate of 10.5621 cents per gallon.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	Right- of-way Acquisition	Engineering and Inspection	Construction	Total
All Jurisdictions				
2021 Preventive Maintenance	\$ -	\$ 298,541	\$ 4,998,068	\$ 5,296,609
2022 Preventive Maintenance	-	644,460	4,280,616	4,925,076
2022 Corrective Maintenance	-	62,043	1,309,324	1,371,367
Bus Stop 19-01	4,892	157,812	1,154,930	1,317,634
T/E Spot Intersection Improvements 10	-	19,330	44,350	63,680
Traffic Signal Modification 23-01	-	149,846	-	149,846
Traffic Signal Modification 24-01	-	91,245	-	91,245
SS4 Preliminary Engineering	-	56,893	-	56,893
	<u>4,892</u>	<u>1,480,170</u>	<u>11,787,288</u>	<u>13,272,350</u>
City of Reno				
2023 Bridge Maintenance	-	18,621	-	18,621
2023 Corrective Maintenance - Vine St./2nd St./Ceter St.	-	61,814	-	61,814
1 st. Street Rehab - Virginia St. to Sierra St.	-	67,719	-	67,719
Arlington Bridges	-	1,813,610	-	1,813,610
Arrowcreek Parkway - Rubbleston Dr./S. Virginia St.	22,998	142,637	658,651	824,286
California Ave Rehab - Newlands Cir./Arlington Ave.	-	49,511	335,056	384,567
City of Reno Micromobility Pilot	-	105,397	338,188	443,585
Geiger Grade Road Realignment	-	763	-	763
Golden Valley/Beckwourth	-	85,413	-	85,413
Holcomb Ave Rehab - Liberty St./Burns St.	-	177,565	1,301,276	1,478,841
Keystone Ave. Bridge	-	15,962	-	15,962
Kings Row Phase 2 (Wyoming Ave to McCarran Blvd)	-	120,064	1,672,661	1,792,725
Kietzke Ln. ITS - Mill St. To 2nd St./Pringle Wy. To Kietzke Ln.	-	18,276	-	18,276
Las Brisas and Los Altos Resurfacing	8,000	74,313	-	82,313
Lemmon Dr. - US 395 to Military Rd/Fleetwood to Chickadee	-	199,339	366,801	566,140
LiDAR Living Lab & Imple	-	79,567	-	79,567
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.	134,210	882,402	-	1,016,612
Mill Street Complete Street - E. McCarran Blvd to Terminal Wy.	-	106,263	685,586	791,849
Oddie/Wells Corridor Multi-Modal	-	1,039,836	8,618,935	9,658,771
Peckham Ln. - Baker Ln. to Virginia St.	-	146,659	2,185,185	2,331,844
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy	-	129,466	-	129,466
Reno Consolidated 20-01 - Mayberry Dr./California Ave/First St.	-	137,387	1,287,198	1,424,585
Reno Consolidated 22-01 - Sky Mountain Dr./Sky Valley Dr.	-	60,429	974,605	1,035,034
Reno Consolidated 23-01 - Sutro St./Enterprise Rd	-	253,823	1,792,852	2,046,675
Reno Sparks Indian Colony Riverside Pathway	-	1,608	-	1,608
S. Virginia St. NB Widening - Longley Ln/ I-580 NB off ramp	26,100	445,925	-	472,025
Semi Dr. Rehab - Sutro St. to Clear Acre Ln.	-	129,591	-	129,591
Sierra St. Bridge	-	10,691	-	10,691
South Meadows Traffic Enhancements	8,000	226,172	-	234,172
N. Virginia St. University Rehab - Lawlor Roundbaout to N. McCarran Blvd	-	125,027	-	125,027
Raleigh Heights Rehab - Carlyle Dr./Yorkshire Dr./Lancaster Dr.	-	118,914	-	118,914
Traffic Management 4	-	72,620	861,833	934,453
Traffic Signal Installation 22-01	-	-	1,165,067	1,165,067
Traffic Signal Installation 23-01	-	110,721	1,316	112,037
Traffic Signal Modification 22-01	1,330	8,595	-	9,925
Veterans Roundabout Modifications	-	5,295	-	5,295
Virginia St/ Midtown/UNR	-	7,137	-	7,137
West Fourth St. Downtown- Evans Ave. to Keystone Ave.	-	33,905	-	33,905
West Fourth St. Safety - Keystone Ave. to McCarran Blvd	-	128,217	-	128,217
	<u>200,638</u>	<u>7,211,254</u>	<u>22,245,210</u>	<u>29,657,102</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	<u>Right- of-way Acquisition</u>	<u>Engineering and Inspection</u>	<u>Construction</u>	<u>Total</u>
City of Sparks				
2023 Corrective Maintenance	\$ -	\$ 61,814	\$ -	\$ 61,814
4Tth St. - Greenbrae Dr./Gault Wy.	4,981	154,964	1,081,350	1,241,295
Las Brisas and Los Altos Resurfacing	8,000	74,314	-	82,314
N. McCarran Blvd & Pyramid Hwy Fiber	-	155,323	-	155,323
Oddie/Wells Corridor Multi-Modal	3,500	1,039,836	8,618,936	9,662,272
Pyramid Wy., Sparks Blvd & Pyramid Highland Ranch Intersection	-	127,882	-	127,882
Sparks Blvd Capacity Improvement	-	2,080,384	10,991,152	13,071,536
Stanford Wy Rehab - Glendale Ave. to Greg St.	-	180,550	-	180,550
Traffic Management 4	-	10,374	123,119	133,493
Traffic Signal Installation 23-01	-	110,722	1,317	112,039
Traffic Signal Modification 22-01	9,975	64,465	-	74,440
	<u>26,456</u>	<u>4,060,628</u>	<u>20,815,874</u>	<u>24,902,958</u>
Washoe County				
Geiger Grade Road Realignment	-	1,526	-	1,526
Sun Valley Corridor Multi-Modal	-	199,339	366,801	566,140
	<u>-</u>	<u>200,865</u>	<u>366,801</u>	<u>567,666</u>
NV Department of Transportation				
Geiger Grade Road Realignment	-	5,341	-	5,341
Pyramid Hwy./US 395 connector	-	240,478	1,863,579	2,104,057
Spaghetti Bowl Xpress	-	-	5,000,000	5,000,000
Traffic Management 4	-	20,748	246,238	266,986
Traffic Signal Modification 22-01	1,995	12,893	-	14,888
	<u>1,995</u>	<u>279,460</u>	<u>7,109,817</u>	<u>7,391,272</u>
 Total All Projects	 <u>\$ 233,981</u>	 <u>\$ 13,232,377</u>	 <u>\$ 62,324,990</u>	 <u>\$ 75,791,348</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2023

	Right- of-way Acquisition	Engineering and Inspection	Construction	Impact Fee Credits/Waivers	Total
North Service Area					
North Valley improvements 2 & 3	\$ -	\$ 21,655	\$ -	\$ -	\$ 21,655
T/E spot intersection improvements 10	-	9,829	-	-	9,829.00
Sky Vista	-	598,259	7,519,235	-	8,117,494
Military Road Capacity	-	54,043	-	-	54,043
Impact Credits/Waivers	-	-	-	1,662,528	1,662,528
	-	683,786	7,519,235	1,662,528	9,865,549
South Service Area					
T/E spot intersection improvements 10	-	161,566	1,479,949	-	1,641,515
Steamboat Pkwy Improvement	254,774	371,287	-	-	626,061
Impact Credits/Waivers	-	-	-	281,736	281,736
	254,774	532,853	1,479,949	281,736	2,549,312
 Total All Projects	 \$ 254,774	 \$ 1,216,639	 \$ 8,999,184	 \$ 1,944,264	 \$ 12,414,861

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	Reserve for Project Appropriations July 1, 2022	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2023
All Jurisdictions					
2022 Preventive maintenance					
Engineering and inspection	\$ 384,253	\$ -	\$ 298,541	\$ 69,244	\$ 154,956
Construction	5,195,073	-	4,998,068	(25,014)	171,991
2023 Preventive maintenance					
Engineering and inspection	2,000,000	-	644,460	(625,304)	730,236
Construction	4,500,000	6,248,702	4,280,616	625,304	7,093,390
2023 Corrective Maintenance					
Engineering and inspection	1,618,001	-	62,043	(1,555,958)	-
Construction	-	-	1,309,324	1,309,324	-
2023 Traffic Engineering & ITS					
Engineering and inspection	700,000	-	-	(700,000)	-
Construction	9,300,000	-	-	(8,951,002)	348,998
ADA Access Transit/Pedestrian Connectivity					
Engineering and inspection	500,000	-	-	(500,000)	-
Construction	1,500,000	-	-	(1,500,000)	-
Bus Stop Improvement Connectivity Program TO3					
Right-of-way acquisition	-	-	4,892	5,000	108
Engineering and inspection	445,632	-	157,812	5,990	293,810
Construction	2,479,075	-	1,154,930	(849,903)	474,242
T/E spot intersection improvements 10					
Engineering and inspection	55,107	-	19,330	(35,777)	-
Construction	4,325,238	-	44,350	(4,280,888)	-
Traffic Management 5					
Engineering and inspection	300,000	-	-	(300,000)	-
Construction	1,200,000	-	-	(1,200,000)	-
Traffic Signal Modification 23-01					
Engineering and inspection	-	330,000	149,846	(109,646)	70,508
Construction	-	1,620,617	-	-	1,620,617
Traffic Signal Modification 24-01					
Engineering and inspection	-	531,560	91,245	-	440,315
SS4 Preliminary Engineering					
Engineering and inspection	-	100,000	56,893	-	43,107
Total All Jurisdictions	<u>34,502,379</u>	<u>8,830,879</u>	<u>13,272,350</u>	<u>(18,618,630)</u>	<u>11,442,278</u>
City of Reno					
2023 Bridge Maintenance					
Engineering and inspection	-	445,000	18,621	-	426,379
Construction	-	1,000,000	-	-	1,000,000
2023 Corrective Maintenance					
Engineering and inspection	350,000	-	61,814	-	288,186
Construction	650,000	200,000	-	-	850,000
1st Street Rehab and Signal Replacement					
Engineering and inspection	300,000	-	67,719	-	232,281
Construction	1,100,000	(60,000)	-	-	1,040,000
Arlington Bridge Replacement					
Engineering and inspection	2,755,998	5,000,000	1,813,610	-	5,942,388
Construction	21,000,000	-	-	-	21,000,000
Arrowcreek Parkway - Rubblestone Dr./S. Virginia St.					
Right-of-way acquisition	-	-	22,998	22,998	-
Engineering and inspection	323,035	-	142,637	26,866	207,264
Construction	3,032,822	824,049	658,651	(49,864)	3,148,356
California Ave Rehab - Newlands CIR./Arlington Ave.					
Engineering and inspection	229,957	-	49,511	-	180,446
Construction	1,472,500	912,435	335,056	-	2,049,879
Center Street multi-modal Improvements					
Engineering and inspection	2,669,498	(40,360)	-	-	2,629,138
City of Reno Micromobility Pilot					
Engineering and inspection	-	111,650	105,397	-	6,253
Construction	-	400,000	338,188	-	61,812

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	Reserve for Project Appropriations July 1, 2022	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2023
Geiger Grade Road Realignment					-
Engineering and inspection	\$ -	\$ 2,500	\$ 763	\$ -	\$ 1,737
Golden Valley/Beckwourth					
Engineering and inspection	186,093	-	85,413	(100,680)	-
Construction	108,634	1,182	-	(109,816)	-
Holcomb Ave Rehab - LibertySt./Burns St.					
Engineering and inspection	314,763	-	177,565	21,935	159,133
Construction	3,044,594	26,280	1,301,276	(21,935)	1,747,663
Keystone Bridge Replacement					
Engineering and inspection	500,000	874,544	15,962	-	1,358,582
Kings Row Phase 2 (Wyoming Ave to McCarran Blvd)					
Engineering and inspection	189,582	-	120,064	(69,518)	-
Construction	1,795,363	1,000	1,672,661	(123,702)	-
Kietzke Ln. ITS - Mill St. to 2nd St./Pringle Wy to Kierzke Ln.					
Engineering and inspection	-	300,000	18,276	-	281,724
Construction	-	694,960	-	-	694,960
Las Brias and Los Altos Resurfacing					
Right-of-way acquisition	-	10,000	8,000	-	2,000
Engineering and inspection	-	250,000	74,313	-	175,687
Construction	-	1,006,265	-	-	1,006,265
Lemmon Dr.- US 395 to Military Rd/Fleetwood to Chickadee					
Right-of-way acquisition	1,529	-	-	-	1,529
Engineering and inspection	557,868	-	199,339	(55,951)	302,578
Construction	310,850	-	366,801	55,951	-
LiDAR Living Lab & Imple					
Engineering and inspection	180,635	-	79,567	-	101,068
Mill Street Capacity & Safety - Kietzke Ln. to Terminal Wy.					
Right-of-way acquisition	-	1,165,000	134,210	-	1,030,790
Engineering and inspection	1,221,478	3,000	882,402	-	342,076
Construction	-	834,980	-	-	834,980
Mill Street Complete Street - E. McCarran to Terminal Wy.					
Right-of-way acquisition	14,476	-	-	-	14,476
Engineering and inspection	142,899	-	106,263	-	36,636
Construction	1,034,278	-	685,586	(348,692)	-
N. Virginia St. University Rehab - Lawlor Roundabout to N. McCarran Blvd					
Engineering and inspection	-	488,190	125,027	-	363,163
Oddie/Wells corridor multi-modal improvements					
Engineering and inspection	1,815,697	-	1,039,836	(1,501)	774,360
Construction	17,943,893	660,465	8,618,935	1,473	9,986,896
Peckham Lane					
Right-of-way acquisition	10,456	-	-	-	10,456
Engineering and inspection	179,745	-	146,659	-	33,086
Construction	2,134,007	132,636	2,185,185	(739)	80,719
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy					
Engineering and inspection	-	2,000,000	129,466	-	1,870,534
Raleigh Heights Rehab - Carlyle Dr./Yorkshire Dr./Lancaster Dr.					
Engineering and inspection	-	708,140	118,914	-	589,226
Reno Consolidated 20-01-Mayberry Dr./California Ave First St.					
Right-of-way acquisition	6,144	-	-	(6,144)	-
Engineering and inspection	191,298	-	137,387	(53,911)	-
Construction	1,395,950	-	1,287,198	(108,752)	-
Reno Consolidated 22-01 - Sky Mountain Dr./Sky Valley Dr.					
Engineering and inspection	284,903	-	60,429	(224,474)	-
Construction	1,420,459	-	974,605	(445,854)	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	Reserve for Project Appropriations July 1, 2022	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2023
Reno Consolidated 23-01 - Sutro St./Enterprise Rd.					
Engineering and inspection	\$ 297,250	\$ -	\$ 253,823	\$ (130)	\$ 43,297
Construction	2,405,294	-	1,792,852	(43,288)	569,154
Reno Sparks Indian Colony riverside pathway					
Engineering and inspection	82,600	-	-	-	82,600
Construction	227,125	-	1,608	-	225,517
S. Virginia St. NB Widening-LongleyLn./I-580 NB off ramp					
Right-of-way acquisition	-	26,100	26,100	-	-
Engineering and inspection	1,982,552	262,024	445,925	-	1,798,651
Sierra Bridge Replacement					
Engineering and inspection	-	450,000	129,591	-	320,409
Semi Dr. Rehab - SUtro St. to Clear Acre Ln.					
Engineering and inspection	-	-	-	-	-
Sierra Bridge Replacement					
Engineering and inspection	175,000	3,653,478	10,691	-	3,817,787
South Meadows Traffic Enhancements					
Right-of-way acquisition	-	8,000	8,000	-	-
Engineering and inspection	-	2,392,000	226,172	-	2,165,828
Traffic Management 3					
Engineering and inspection	37,716	-	-	(37,716)	-
Construction	261,945	-	-	(261,945)	-
Traffic Management 4					
Engineering and inspection	74,141	-	72,620	-	1,521
Construction	1,196,575	8,772	861,833	-	343,514
Traffic Signal Installation 22-01					
Engineering and inspection	2,400,000	-	-	(2,400,000)	-
Construction	-	-	1,165,067	1,302,132	137,065
Traffic Signal Installation 23-01					
Engineering and inspection	-	350,000	110,721	-	239,279
Construction	-	755,371	1,316	-	754,055
Traffic Signal Modification 22-01					
Right-of-way acquisition	-	-	1,330	1,330	-
Engineering and inspection	38,545	-	8,595	1,000	30,950
Construction	75,000	-	-	(9,002)	65,998
Veterans Roudabout Modifications					
Engineering and inspection	-	405,000	5,295	-	399,705
Virginia St. Bus Rapid Transit extension					
Engineering and inspection	1,432,177	-	7,137	-	1,425,040
Construction	3,255,768	-	-	(2,403,197)	852,571
West Fourth St. Downtown - Evans Ave. to Keystone Ave.					
Engineering and inspection	389,349	-	33,905	-	355,444
West Fourth St. Safety - Keystone Ave. to McCarran Blvd					
Engineering and inspection	-	1,307,830	128,217	-	1,179,613
Total City of Reno	<u>83,200,441</u>	<u>27,570,491</u>	<u>29,657,102</u>	<u>(5,443,126)</u>	<u>75,670,704</u>
City of Sparks					
2023 Corrective Maintenance					
Engineering and inspection	350,000	-	61,814	-	288,186
Construction	650,000	200,000	-	-	850,000
4th St. - GreenbraeDr./Gault Wy.					
Right-of-way acquisition	-	4,981	4,981	-	-
Engineering and inspection	345,492	-	154,964	-	190,528
Construction	2,639,000	434,554	1,081,350	-	1,992,204
Las Brias and Los Altos Resurfacing					
Right-of-way acquisition	-	10,000	8,000	-	2,000
Engineering and inspection	-	250,000	74,314	-	175,686
Construction	-	1,006,265	-	-	1,006,265
N. McCarran Blvd & Pyramid Hwy Fiber					
Engineering and inspection	-	500,000	155,323	-	344,677
Construction	-	1,089,643	-	-	1,089,643
Oddie/Wells Corridor multi-modal improvements					
Engineering and inspection	1,815,697	-	1,039,836	(1,501)	774,360
Construction	17,943,893	660,465	8,618,936	1,473	9,986,895

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2023

	Reserve for Project Appropriations July 1, 2022	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2023
Pyramid Wy., Sparks Blvd & Pyramid Highland Ranch Intersection					
Right-of-way acquisition	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ -
Engineering and inspection	-	500,000	-	-	500,000
Construction	-	4,500,000	-	-	4,500,000
Pyramid Hwy Intelligent Corridor - BAring Blvd/VIsta Blvd/Los Altos Pkwy					
Engineering and inspection	-	880,000	127,882	-	752,118
Construction	-	620,000	-	-	620,000
Sparks Blvd					
Right-of-way acquisition	12,093	-	-	1,215	13,308
Engineering and inspection	5,105,997	-	2,080,384	3,870	3,029,483
Construction	11,187,527	-	10,991,152	(1,760)	194,615
Stanford Wy Rehab - Glendale Ave. to Greg St.					
Engineering and inspection	-	476,635	180,550	-	296,085
Traffic Management 3					
Engineering and inspection	37,716	-	-	(37,716)	-
Construction	261,945	-	-	(261,945)	-
Traffic Management 4					
Engineering and inspection	10,592	-	10,374	-	218
Construction	170,939	1,253	123,119	-	49,073
Traffic Signal Installation 23-01					
Engineering and inspection	-	350,000	110,722	-	239,278
Construction	-	755,371	1,317	-	754,054
Traffic Signal Modification 22-01					
Right-of-way acquisition	-	-	9,975	9,975	-
Engineering and inspection	289,086	-	64,465	7,500	232,121
Construction	562,500	-	-	(67,515)	494,985
Total City of Sparks	<u>41,382,477</u>	<u>12,242,667</u>	<u>24,902,958</u>	<u>(346,404)</u>	<u>28,375,782</u>
Washoe County					
Geiger Grade Road Realignment					
Engineering and inspection	-	5,000	1,526	-	3,474
Lemmon Dr.- US 395 to Military Rd/Fleetwood to Chickadee					
Right-of-way acquisition	1,530	-	-	-	1,530
Engineering and inspection	557,868	-	199,339	(55,950)	302,579
Construction	310,851	-	366,801	55,950	-
Sun Valley Corridor multi-modal improvements					
Engineering and inspection	729,491	-	-	(729,491)	-
Construction	107,860	-	-	(107,860)	-
Total Washoe County	<u>1,707,600</u>	<u>5,000</u>	<u>567,666</u>	<u>(837,351)</u>	<u>307,583</u>
NV Department of Transportation					
Geiger Grade Road Realignment					
Engineering and inspection	-	17,500	5,341	-	12,159
Pyramid Highway/US 395 connector					
Engineering and inspection	8,839,123	-	240,478	(857,856)	7,740,789
Construction	14,100,000	-	1,863,579	-	12,236,421
Spaghetti Bowl Xpress					
Construction	5,000,000	-	5,000,000	-	-
Traffic Management 4					
Engineering and inspection	21,183	-	20,748	-	435
Construction	341,879	2,507	246,238	-	98,148
Traffic Signal Modification 22-01					
Right-of-way acquisition	-	-	1,995	1,995	-
Engineering and inspection	57,817	-	12,893	1,500	46,424
Construction	112,500	-	-	(13,504)	98,996
Total NV Department of Transportation	<u>28,472,502</u>	<u>20,007</u>	<u>7,391,272</u>	<u>(867,865)</u>	<u>20,233,372</u>
Total All Projects	<u>\$ 189,265,399</u>	<u>\$ 48,669,044</u>	<u>\$ 75,791,348</u>	<u>\$ (26,113,376)</u>	<u>\$ 136,029,719</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2023

	Reserve for Project Appropriations July 1, 2022	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2023
North Service Area					
North Valley improvements 2 & 3					
Right of Way	\$ 30	\$ -	\$ -	\$ (30)	\$ -
Engineering and inspection	22,913	-	21,655	(1,258)	-
Construction	1,229,722	-	-	(1,229,722)	-
T/E spot intersection improvements 10					
Engineering and inspection	6,328	-	9,829	3,501	-
Construction	3,501	-	-	(3,501)	-
Military Road Capacity					
Engineering and inspection	-	628,205	54,043	-	574,162
Sky Vista					
Right of Way	20,559	-	-	-	20,559
Engineering and inspection	1,241,960	-	598,259	-	643,701
Construction	15,643,294	193,478	7,519,235	-	8,317,537
Waiver	-	-	1,662,528	1,662,528	-
Total North Service Area	<u>18,168,307</u>	<u>821,683</u>	<u>9,865,549</u>	<u>431,518</u>	<u>9,555,959</u>
South Service Area					
T/E spot intersection improvements 9					
Engineering and inspection	7,471	-	-	(7,471)	-
Construction	8,502	-	-	(8,502)	-
T/E spot intersection improvements 10					
Right of Way	5,057	-	-	-	5,057
Engineering and inspection	274,166	10,000	161,566	-	122,600
Construction	4,214,007	-	1,479,949	-	2,734,058
SteamBoat Pkwy Improvement					
Right of Way	-	-	254,774	260,000	5,226
Engineering and inspection	1,836,992	-	371,287	(843,910)	621,795
Construction	5,683,940	-	-	(5,216,414)	467,526
Waiver	-	-	281,736	281,736	-
Total South Service Area	<u>12,030,135</u>	<u>10,000</u>	<u>2,549,312</u>	<u>(5,534,561)</u>	<u>3,956,262</u>
 Total All Projects	 <u>\$ 30,198,442</u>	 <u>\$ 831,683</u>	 <u>\$ 12,414,861</u>	 <u>\$ (5,103,043)</u>	 <u>\$ 13,512,221</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
1St Street Rehab and Signal Replacement	\$ -	\$ 67,719	\$ 67,719	\$ 1,272,281
4th St. Prater Way corridor improvement	47,022,701	-	47,022,701	-
4th St. - Greenbrae Dr./Gault Wy.	167,508	1,241,295	1,408,803	2,182,732
ADA pedestrian transition improvement plan 2012	36,631	-	36,631	-
ADA pedestrian transition improvement plan 2013	648,584	-	648,584	-
ADA pedestrian transition improvement plan 2014	515,862	-	515,862	-
ADA pedestrian transition improvement plan 2015	876,304	-	876,304	-
ADA pedestrian transition improvement plan 2021	-	-	-	-
Albert-Bravo	90,764	-	90,764	-
Alignment, plan line, technical studies	2,412,214	-	2,412,214	-
Alturas - Keystone/Earl	797,128	-	797,128	-
Arlington/1st/Elm Street	3,325,154	-	3,325,154	-
Arlington Bridges	1,244,002	1,813,610	3,057,612	26,942,388
Arrowcreek Parkway - Rubbleston Dr./S. Virginia St.	162,965	824,286	987,251	3,355,620
Avenida de Landa - Beaumont/865' N. Valleywood	643,664	-	643,664	-
Baker Lane/Coleman Drive	1,563,418	-	1,563,418	-
Baring Blvd./McCarran/Sparks Blvd.	735,979	-	735,979	-
Baring Blvd./Sparks/Vista	1,536,322	-	1,536,322	-
Bicycle/Pedestrian Improvement -Mill St/Kietzke Ln./Terminal Wy.	8,197,125	791,849	8,988,974	51,112
Board Discretionary Projects -				
Washoe County	19,946	-	19,946	-
Reno	12,625	-	12,625	-
Sparks	54,731	-	54,731	-
Boxington Way - Lincoln/Lillard	771,209	-	771,209	-
Bravo Ave. - Mt. Limbo/Ramsey	866,677	-	866,677	-
Bridge Maintenance - 2023	-	18,621	18,621	1,426,379
Bus Stop 19-01	4,478,727	1,317,634	5,796,361	768,160
California Ave./Liberty/Ryland	873,386	-	873,386	-
California Ave Rehab - Newlands Cir./Arlington Ave.	122,543	384,567	507,110	2,230,325
Casazza - Wells/Kietzke	1,595,069	-	1,595,069	-
Cashill/Skyline	2,168,552	-	2,168,552	-
Caughlin Parkway-Sawbuck/Longknife	977,185	-	977,185	-
Caughlin Parkway/Bridge St./Longknife/McCarran/Front St./3rd	1,493,077	-	1,493,077	-
Center Street	2,241,994	-	2,241,994	-
Center Street Multi-modal Improv.	410,502	-	410,502	2,629,138
Center Street overlay - Plaza/19th	374,460	-	374,460	-
Clty of Reno Micromobility Pilot	-	443,585	443,585	68,065
Clean Water Way - McCarran/Treatment Plant	1,718,022	-	1,718,022	-
Clearacre/Scottsdale	42,000	-	42,000	-
Coliseum/Yori - Peckham/Gentry	760,552	-	760,552	-
Computer signal system	190,000	-	190,000	-
Corrective maintenance FY12	1,708,346	-	1,708,346	-
Corrective maintenance FY13	1,668,466	-	1,668,466	-
Corrective maintenance FY14	1,843,310	-	1,843,310	-
Corrective maintenance FY15	1,183,656	-	1,183,656	-
Corrective maintenance FY22	81,999	1,371,367	1,453,366	-
Corrective maintenance FY23	-	123,628	123,628	2,276,372
County-wide	184,950	-	184,950	-
County bridge - Galena Creek	353,599	-	353,599	-
Country Club Drive	664,059	-	664,059	-
Dandini Blvd.	1,005,190	-	1,005,190	-
Delucchi Lane - Virginia/Tyrone	1,031,031	-	1,031,031	-
Deming Way - Greg/Kleppe	692,449	-	692,449	-
Department of Energy traffic and street light retrofit	988,364	-	988,364	-
Donati Lane/Vista Blvd.	1,216,154	-	1,216,154	-
E. Glendale - McCarran/RR Xng	1,226,316	-	1,226,316	-
E.Greg Street	1,293,369	-	1,293,369	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
East Lake Blvd	\$ 783,530	\$ -	\$ 783,530	\$ -
E. Lincoln Wy. - McCarran/Howard	236,596	-	236,596	-
E. Lincoln Wy. - Sparks/Lillard	337,446	-	337,446	-
E. Lincoln Wy. - Stanford/Howard	690,659	-	690,659	-
E. Moana Lane	54,764	-	54,764	-
E. Ninth Street	148,162	-	148,162	-
E. Nugget Ave. - McCarran/End of pavement	229,123	-	229,123	-
Echo Ave. - Mt. Bismark/Military	982,740	-	982,740	-
El Rancho Drive	1,331,531	-	1,331,531	-
El Rancho Drive - McCarran/Sun Valley Road	871,775	-	871,775	-
El Rancho - Sun Valley/Sullivan	1,408,196	-	1,408,196	-
El Rancho - Sullivan/McCarran	1,341,019	-	1,341,019	-
Emerson Way - Pyramid/N. Truckee	2,101,524	-	2,101,524	-
Evans Avenue	943,829	-	943,829	-
Evans Avenue/Fourth St./Jodi	1,887,228	-	1,887,228	-
Evans St./Highland Ave. - Jodi/Enterprise/Evans/Valley	1,059,969	-	1,059,969	-
First Street - Prater/Richard	912,015	-	912,015	-
Fifth Street - Ralston/RR Xng	1,237,235	-	1,237,235	-
Foothill/Thomas Creek bridge	117,830	-	117,830	-
Franklin Way - Greg/Kleppe	371,847	-	371,847	-
Freeport Blvd.	50,000	-	50,000	-
Freeport and Steneri - 21st/Steneri/Gendale	118,873	-	118,873	-
Galletti Way - Kietzke/Fourth	1,018,720	-	1,018,720	-
Geiger Grade/Toll Road	8,188,519	-	8,188,519	-
Geiger Grade Road Realignment	-	7,630	7,630	17,370
Gentry Way and Second St. - Brinkby/Virginia/Giroux/Kietzke	1,060,051	-	1,060,051	-
Gentry/Virginia/Kietzke	864,863	-	864,863	-
Glendale Avenue	4,946,368	-	4,946,368	-
Golden Valley - Beckwourth	775,513	85,413	860,926	-
Golden Valley - Yorkshire/Virginia	1,213,168	-	1,213,168	-
Golden Valley - N. Hills/U.S. 395	631,855	-	631,855	-
Green Bicycle/Stamps	183,427	-	183,427	-
Greenbrae - Rock/Fourth	816,660	-	816,660	-
Greenbrae - Rock/Pyramid	21,182	-	21,182	-
Greg Street	4,343,180	-	4,343,180	-
Greg Street - McCarran Intersection/Prater drainage	1,601,467	-	1,601,467	-
Greg Street - Mill/Truckee River	749,884	-	749,884	-
Greg St. Phase I - RR Xng/Sparks Blvd.	2,387,066	-	2,387,066	-
Greg St. Phase II - Sparks Blvd./I80	3,666,549	-	3,666,549	-
Greg Street - Reno limit/McCarran	1,550,952	-	1,550,952	-
Greg Street - Spice Island	687,487	-	687,487	-
Greg Street - Truckee River/Rock	599,797	-	599,797	-
Harvard Way - Linden to Vassar	1,717,554	-	1,717,554	-
Holcomb Ave. - Virginia/Burns	171,237	1,478,841	1,650,078	1,906,796
Howard/Greenbrae/Sparks	441,573	-	441,573	-
Howard Drive/Lincoln/Prater/Vista to east city limits	736,655	-	736,655	-
Hunter Lake - Plumb/Mayberry	768,273	-	768,273	-
Incline traffic signal	5,937	-	5,937	-
Industrial Way/Coney Island/Glendale	793,183	-	793,183	-
International Place/Ice House Road	454,428	-	454,428	-
Intersection corrective maintenance FY10	1,465,920	-	1,465,920	-
Intersection corrective maintenance FY11	1,247,428	-	1,247,428	-
Keystone Avenue/California Avenue/Booth St. intersection	248,679	-	248,679	-
Keystone Avenue rehabilitation	1,036,521	-	1,036,521	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	<u>Expenditures</u>			<u>Unexpended Balance of Project Appropriations</u>
	<u>July 1, 1965 through June 30, 2022</u>	<u>July 1, 2022 through June 30, 2023</u>	<u>Total</u>	
Kestone Bridge Replacement	\$ -	\$ 15,962	\$ 15,962	\$ 1,358,582
Kings Row - Keystone Ave/Wyoming Ave	6,007,604	1,792,725	7,800,329	-
Kirman - Casazza/Plumb	146,912	-	146,912	-
Kirman/Kuenzli/Apple	412,286	-	412,286	-
Kirman/Locust	3,752,490	-	3,752,490	-
Kietzke Ln. ITS - Mill St. to 2nd St./Pringle Wy to Kietzke Ln.	-	18,276	18,276	976,684
Kleppe - Greg/N. Truckee Drain	2,778,473	-	2,778,473	-
Kuenzli Street	119,416	-	119,416	-
Kuenzli Street bridge	496,598	-	496,598	-
Kuenzli Street - 2nd	1,487,274	-	1,487,274	-
Kuenzil StreetConversion	787,864	-	787,864	-
La Posada/Eagle Canyon at Pyramid Hwy.	1,752,339	-	1,752,339	-
Lakeshore Drive	1,134,078	-	1,134,078	-
Lakeside Drive	1,182,372	-	1,182,372	-
Lakeside Drive - Brinkby/Mt. Rose	1,991,639	-	1,991,639	-
Lakeside Drive - Evans Creek/McCarran	1,844,108	-	1,844,108	-
Lakeside - Huffaker/Meadowridge	612,170	-	612,170	-
Larkin Circle/Madison Ave. - Greg/Greg	709,203	-	709,203	-
Las Brisas - McCarran/Britannia	818,312	164,627	982,939	2,367,903
Lear Blvd. - Moya/Zeolite	1,483,799	-	1,483,799	-
Lemmon Drive - Buck/Patrician	1,495,172	-	1,495,172	-
Lemmon Drive - US 395 to Military Rd/Fleetwood to Chickadee	22,207,639	1,132,280	23,339,919	608,216
Lemmon Drive - Patrician/Ramsey	1,019,271	-	1,019,271	-
Lemmon Drive - Patrician/Waterash	1,446,833	-	1,446,833	-
Lemmon Drive, Phase I	357,708	-	357,708	-
Lemmon Drive, Phase II and III	394,729	-	394,729	-
Liberty/Ryland - Center/Holcomb/Kirman/Mill	1,042,238	-	1,042,238	-
Lillard - Briery/Prater	1,177,261	-	1,177,261	-
Linda Way/Southern Way - Coney Island/Glendale/Freeport	1,201,905	-	1,201,905	-
Longitudinal joint study	65,470	-	65,470	-
Longley Lane - Houston/Rock	2,045,694	-	2,045,694	-
Longley Lane - Huffaker realignment	227,910	-	227,910	-
Longley Lane - S. Virginia St./Peckham Ln.	2,242,374	-	2,242,374	-
Longley - McCarran/Houston	2,150,102	-	2,150,102	-
Longley - McCarran/S. Virginia	3,760,669	-	3,760,669	-
Loop Road/Salomon Circle -Vista/end of pavement/cul de sac	629,758	-	629,758	-
Los Altos Pkwy. - Canyon Run/Goodwin	441,188	-	441,188	-
Mae Anne/Sierra Highlands - Avenida de Landa/McCarran	2,551,997	-	2,551,997	-
Mae Anne - Avenida de Landa/Ambassador	675,540	-	675,540	-
Mae Anne - Sharlands/Avenida de Landa	1,578,105	-	1,578,105	-
Mayberry Drive	3,025,256	-	3,025,256	-
Mayberry Dr. - Canyon/W. McCarran	1,659,547	-	1,659,547	-
Mayberry Dr. - Hunter Lake/California	1,073,723	-	1,073,723	-
Mayberry Dr. - McCarran/California	2,628,315	-	2,628,315	-
Mayberry Dr. - Truckee River/Canyon	2,346,483	-	2,346,483	-
Mays and Tanager - Lakeshore/Village	754,427	-	754,427	-
McCarran Blvd. - Cashill/Plumb	116,563	-	116,563	-
McCarran Blvd. - Forensic study	36,693	-	36,693	-
McCarran Blvd. - Greensboro/Skyline	852,287	-	852,287	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
McCarran Blvd. - Mira Loma/Equity	\$ 1,212,775	\$ -	\$ 1,212,775	\$ -
McCarran Blvd. - Mira Loma/ S. Virginia Street	2,158,994	-	2,158,994	-
McCarran Blvd. - Plumas/Greensboro	250,000	-	250,000	-
McCarran Blvd. -I-80/Prater	64,396	-	64,396	-
McCarran Blvd. - S. Virginia/4th	11,611,934	-	11,611,934	-
Military Road	542,342	-	542,342	-
Military Road - Lemmon/Echo	2,780,321	-	2,780,321	-
Mill Street	2,453,504	-	2,453,504	-
Mill Street/Kietzke/Rock	3,233,994	-	3,233,994	-
Mill Street - Rock/E. McCarran	1,919,943	-	1,919,943	-
Mill Street - Wells/Virginia	454,051	-	454,051	-
Mill Street Widening	367,662	1,016,612	1,384,274	2,207,846
Mira Loma - Longley/McCarran	1,506,925	-	1,506,925	-
Mira Loma - McCarran/1,711' E.	398,356	-	398,356	-
Mira Loma - McCarran/Rosewood	476,022	-	476,022	-
Moana Lane	87,781	-	87,781	-
Moana - Neil/Longley	301,376	-	301,376	-
Moana - Neil/Peckham	991,505	-	991,505	-
Moana - Neil/Kietzke	946,617	-	946,617	-
Moana - Peckham/McCarran	6,834	-	6,834	-
Moana - Plumas/Kietzke	1,693,570	-	1,693,570	-
Moana - Plumas/Pioneer	29,500	-	29,500	-
Moana Lane widening - S. Virginia/Neil(1)	(629,985)	-	(629,985)	-
Montello Street - 9th/Wedekind	1,159,797	-	1,159,797	-
Mount Rose St. - Arlington/Plumas	472,072	-	472,072	-
Moya Blvd - Redrock/Echo	2,143,452	-	2,143,452	-
Neil Road - Virginia/Delucci	622,975	-	622,975	-
Neil Road/Gentry/Terminal Way - Moana/Plumb	2,050,483	-	2,050,483	-
Newport Lane	1,485,626	-	1,485,626	-
Nichols Blvd. - E. McCarran/Howard	1,965,071	-	1,965,071	-
Nichols Blvd. - Bike/Pedestrian improvements	1,508,713	-	1,508,713	-
Ninth Street - Virginia/Valley	620,911	-	620,911	-
North Hills Boulevard - Golden Valley/1880' West	484,301	-	484,301	-
N. McCarran Blvd & Pyramid Hwy Fiber	-	155,323	155,323	1,434,320
N. Virginia - 4th/6th/Maple/8th	2,869,570	-	2,869,570	-
N. Virginia St. University Rehab - Lawlor to N. McCarran Blvd	-	125,027	125,027	363,163
Old 395 N. rehabilitation	1,551,287	-	1,551,287	-
Oddie/Wells Corridor Multi-Modal	12,159,944	19,317,543	31,477,487	21,522,511
Pagni Lane	467,304	-	467,304	-
Parr Blvd.	90,219	-	90,219	-
Parr Blvd - N. Virginia/US 395	2,469,681	-	2,469,681	-
Parr Circle/Catron Drive - Parr/Parr	1,266,490	-	1,266,490	-
Peckham Lane - Baker Ln./Virginia	292,532	2,331,844	2,624,376	124,261
Peckham Lane, Phases I and II	2,704,066	-	2,704,066	-
Peckham Lane - Kietzke/Longley	1,732,873	-	1,732,873	-
Peckham Lane - S. Virginia/Kietzke	774,381	-	774,381	-
Pembroke - McCarran/Steamboat Pkwy	18,357	-	18,357	-
Pembroke Drive	160,056	-	160,056	-
Pembroke Dr. Capacity & Safety - McCarran Blvd to Veterans Pkwy	-	129,466	129,466	1,870,534
Pembroke/Steamboat Parkway	815,084	-	815,084	-
Pembroke Dr. - McCarran/Boynton Bridge	1,757,774	-	1,757,774	-
Plumas - Glenda/Plumb	1,419,557	-	1,419,557	-
Plumas - Manzanita/Glenda Way	1,026,092	-	1,026,092	-
Plumas - Moana/Urban	1,159,358	-	1,159,358	-
Plumas St. Sidewalks	407,385	-	407,385	-
Plumas - Sierra	993,209	-	993,209	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
Plumas - Moana south to end of pavement	\$ 2,467,726	\$ -	\$ 2,467,726	\$ -
Plumb Lane - Margot/S. Virginia	1,472,271	-	1,472,271	-
Plumb Lane - McCarran/Ferris	6,745,829	-	6,745,829	-
Prater Way	1,002,507	-	1,002,507	-
Prater Way and El Rancho Dr. - Stanford/ Sparks Blvd./Victorian/Prater	5,692,375	-	5,692,375	-
Prater Way enhancements Ph. 3	1,723,938	-	1,723,938	-
Prater Way enhancements Ph. 4	856,858	-	856,858	-
Probasco Way	257,713	-	257,713	-
Purina Way - Spice Island/E. Greg	1,614,766	-	1,614,766	-
Putnam and Wyoming - Kings Row/Keystone	448,572	-	448,572	-
Pyramid Highway Corridor	817,093	-	817,093	-
Pyramid/McCarran Intersection Improvements(1)(2)	402,761	-	402,761	-
Pyramid Way - Signal Improvement	73,305,206	-	73,305,206	-
Pyramid Wy/Sparks Blvd/pyramid Highland Ranch Intersection	12,456	-	12,456	-
Pyramid/McCarran Blvd.-north urban limit	-	3,500	3,500	5,000,000
Pyramid Hwy./US 395 connector	1,581,221	-	1,581,221	-
Pyramid Hwy. northbound right turn at Ironwood	3,190,197	2,104,057	5,294,254	19,977,210
Pyramid Hwy Intelligent Corridor - Barring Blvd/Vista Blvd/Los Altos	140,742	-	140,742	-
Raleigh Heights Rehab - Carlyle Dr./Yorkshire Dr./Lancaster Dr.	-	127,882	127,882	1,372,118
Ralston St./5th St. - 2nd/5th/Keystone/Ralston	-	118,914	118,914	589,226
Ranger Road - Panther/Newport	1,854,752	-	1,854,752	-
Red Rock - Adobe/Argosy	883,361	-	883,361	-
Red Rock - Moya/U.S. 395	2,062,105	-	2,062,105	-
Red Rock - Osage	461,643	-	461,643	-
Red Rock - Silver Knolls/Adobe	1,870,038	-	1,870,038	-
Regional RMMS	303,947	-	303,947	-
Regional road maintenance - fuel tax	290,439	-	290,439	-
Regional road maintenance - public transportation tax	81,762,740	10,221,685	91,984,425	8,150,573
Regional System Photo Study	19,617,423	-	19,617,423	-
Reno Consolidated 06-01 - Court/Sierra	60,005	-	60,005	-
Reno Consolidated 06-02 - Airmotive/Condor/Bible	2,264,572	-	2,264,572	-
Reno Consolidated 07-01 - Corporate/Financial Blvd.	1,762,634	-	1,762,634	-
Reno Consolidated 07-02 - Ralston/S. Meadows Pkwy	981,297	-	981,297	-
Reno Consolidated 08-01 - Kirman/Sutro/9th	757,306	-	757,306	-
Reno Consolidated 09-01 - Vassar/Holcomb	1,888,858	-	1,888,858	-
Reno Consolidated 09-02 - Matley/Market/Louise/ Redwood/Automotive	3,428,153	-	3,428,153	-
Reno Consolidated 10-01 - Crummer/Green Acres/Huffaker	1,920,049	-	1,920,049	-
Reno Consolidated 10-02 - Bluestone/Offenhausser/ Patriot/Portman	785,000	-	785,000	-
Reno Consolidated 10-03 - Lakeside/Manzanita	1,866,520	-	1,866,520	-
Reno Consolidated 10-04 - Brookside/Energy/Edison/ Joule/Reactor	3,169,011	-	3,169,011	-
Reno Consolidated 10-05 - Mira Loma/Barron/Louie	4,370,038	-	4,370,038	-
Reno Consolidated 11-01 - First/State	863,130	-	863,130	-
Reno Consolidated 11-02 - Brinkby/Lymberry	1,663,549	-	1,663,549	-
Reno Consolidated 11-03 - Gould/Kuenzli/Sunshine/Prosperity	2,850,741	-	2,850,741	-
Reno Consolidated 19-01 - Sutro/1st/Lake/State St.	1,707,328	-	1,707,328	-
Reno Consolidated 19-02 - North Hills/ Hunter Lake/Sky Vista Dr.	4,300,137	-	4,300,137	-
	3,639,665	-	3,639,665	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
Reno Consolidated 19-03 - Sierra Highlands/Colbert Dr.	\$ 2,603,261	\$ -	\$ 2,603,261	\$ -
Reno Consolidated 20-01 - Mayberry Dr./California Ave/First St.	3,793,806	1,424,585	5,218,391	-
Reno Consolidated 21-01 - Lund/Armstrong/Yuma	1,809,551	-	1,809,551	-
Reno Consolidated 22-01 - Sky Mountain Dr./Sky Valley Dr.	2,164,093	1,035,034	3,199,127	-
Reno Consolidated 23-01 - Sutro St./Enterprise Rd	83,750	2,046,675	2,130,425	612,451
Reno overlays	225,997	-	225,997	-
Reno rehabilitation 97-1	1,065,046	-	1,065,046	-
Reno rehabilitation 98-2	1,273,479	-	1,273,479	-
Reno rehabilitation 98-3	1,676,960	-	1,676,960	-
Reno rehabilitation - Lake/Sierra/Sinclair	1,505,712	-	1,505,712	-
Reno Sparks Indian Colony Riverside Pathway	381,381	1,608	382,989	308,117
Reno-Sparks signal link	27,000	-	27,000	-
Ring Road - northeast and northwest quadrants	3,317,635	-	3,317,635	-
Ridgeview Dr. - Plumas/Lakeside	358,494	-	358,494	-
Ridgeview Terrace/Plumas	1,442,660	-	1,442,660	-
Robb Drive - Walnut/S. Las Brisas	4,923,830	-	4,923,830	-
Rock Blvd.	3,016,760	-	3,016,760	-
Rock - Glendale/McCarran Blvd.	3,800,574	-	3,800,574	-
Rock - Glendale/Hymer	841,147	-	841,147	-
Rock Blvd. - Oddie/N. McCarran Blvd.	1,489,587	-	1,489,587	-
Rock Blvd. - Victorian/Oddie	1,944,538	-	1,944,538	-
Second Street bridge	308,140	-	308,140	-
Security Circle - N. Virginia/N. Virginia	835,227	-	835,227	-
Semi Sr. Rehab - SUTro St. to Clear Acre Ln.	-	129,591	129,591	320,409
Seventh Street - Akard/Keystone	3,573,805	-	3,573,805	-
Seventh Avenue - Sun Valley/Klondike	534,358	-	534,358	-
Sierra - 9th/N. Virginia Street	1,936,791	-	1,936,791	-
Sierra Bridge Replacement	-	10,691	10,691	3,817,787
Silver Lake Blvd. - Silver Shores/1,000'E. of Stead	1,790,071	-	1,790,071	-
Silver Lake Blvd. - 1000' E. of Stead/Sky Vista	764,518	-	764,518	-
S. Stanford Way	699,429	-	699,429	-
S. Virginia Street - Gentry/Brinkby	396,492	-	396,492	-
S. Virginia Street - Wells intersection relocation	2,556,207	-	2,556,207	-
S. Virginia St. NB Widening - Longley Ln./I-580 NB off ramp	17,448	472,025	489,473	1,798,651
Southeast Connector phase 1 - Greg/Clean Water Wy.(1)	54,617,002	-	54,617,002	-
Southeast Connector phase 2 - Clean Water Wy./S. Meadows(1)	197,788,152	-	197,788,152	-
South Meadows Traffic Enhancements	-	234,172	234,172	2,165,828
Spaghetti Bowl Xpress	25,000,000	5,000,000	30,000,000	-
Sparks Blvd	4,128,329	13,071,536	17,199,865	3,237,406
Sparks Consolidated 19-01 - 15th St.	3,123,078	-	3,123,078	-
Sparks Consolidated 21-01 - Packer Wy/Wild Island Ct.	1,521,477	-	1,521,477	-
S.E. McCarran Blvd. - Longley/Mill	3,875,960	-	3,875,960	-
S.E. McCarran Blvd. - Cashill/Plumb	5,237,865	-	5,237,865	-
S.E. McCarran Blvd. - S. Virginia/Longley	53,000	-	53,000	-
S.E. McCarran Blvd. widening - Longley/Greg(1)	24,367,677	-	24,367,677	-
S.W. McCarran Blvd. - Mayberry/US 40	4,599,570	-	4,599,570	-
S.W. McCarran Blvd. - Plumas/US 40	156,659	-	156,659	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Street and Highway Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
S.W. McCarran Blvd. - Plumas/Skyline	\$ 6,663,719	\$ -	\$ 6,663,719	\$ -
S.W. McCarran Blvd. - Plumb/Mayberry	529,845	-	529,845	-
S.W. McCarran Blvd. - Skyline/Cashill	1,277,939	-	1,277,939	-
S.W. McCarran Blvd. - Skyline/Mayberry	156,959	-	156,959	-
S.W. McCarran Blvd. - S. Virginia/Plumas	1,715,990	-	1,715,990	-
Socrates Dr. - McCarran/Sienna Park	1,914,449	-	1,914,449	-
Sparks Blvd.	2,145,524	-	2,145,524	-
Sparks Blvd. - Baring/Shadow	1,266,801	-	1,266,801	-
Sparks Blvd. - Shadow/Disc	8,432,386	-	8,432,386	-
Sparks Blvd. - I-80/E. Greg	1,286,356	-	1,286,356	-
Sparks Blvd. - I-80/Prater	1,527,293	-	1,527,293	-
Sparks Blvd. - left turn at McCabe	9,677	-	9,677	-
Sparks Blvd. NB lanes - Prater/Baring	1,476,646	-	1,476,646	-
Sparks Consolidated 09-02 - Deming/Bergin/Franklin/Meredith	1,152,136	-	1,152,136	-
Sparks Consolidated 09-03 - Freeport/Steneri	2,231,867	-	2,231,867	-
Sparks Consolidated 10-01 - Pacific/Hymer/15h/16th/ 18th/19th/Pittman/Shaber/Frazer/Crane	5,008,735	-	5,008,735	-
Sparks Consolidated 11-01 - Marietta/Snider	1,720,526	-	1,720,526	-
Sparks Consolidated 12-01 - Greenbrae/Merchant	1,724,835	-	1,724,835	-
Sparks overlay projects	2,007,754	-	2,007,754	-
Sparks rehabilitation project	1,628,273	-	1,628,273	-
Sparks rehabilitation project 3	820,166	-	820,166	-
Spice Island Dr./United Circle - Greg/Franklin/Spice Island	2,395,074	-	2,395,074	-
Stanford Wy Rehab - Glendale Ave. to Greg St.	-	180,550	180,550	296,085
Stead Blvd. - U.S. 395/Mt. Vida	2,859,984	-	2,859,984	-
Stoker Avenue	245,792	-	245,792	-
SS4 Preliminary Engineering	-	56,893	56,893	43,107
Sullivan Lane	30,000	-	30,000	-
Sullivan Lane - Byrd/McCarran	555,480	-	555,480	-
Summit Ridge/Sky Mountain - W. McCarran to 4th	1,524,397	-	1,524,397	-
Sun Valley alignment	21,616	-	21,616	-
Sun Valley Drive	19,554	-	19,554	-
Sun Valley - 8th/Leon	533,064	-	533,064	-
Sun Valley Corridor Multi-Modal	8,662,649	-	8,662,649	-
Sun Valley - Spanish Springs	50,063	-	50,063	-
Sutro - 9th/McCarran Blvd.	1,606,380	-	1,606,380	-
Sutro Complete St. - Mill/McCarran	1,785,808	-	1,785,808	-
Tahoe-Pyramid link	183,716	-	183,716	-
Tahoe-Pyramid link - I-80/Mt. Rose	99,989	-	99,989	-
Tanburg Dr. - 7th/Mineral	225,718	-	225,718	-
Taylor - Virginia/Holcomb/Kirman	33,557	-	33,557	-
Terminal - Gentry/Mill Street	2,291,418	-	2,291,418	-
Terminal - Plumb/Mill Street	12,105	-	12,105	-
Thomas Creek - S. Saddlehorn/Evening Song	1,242,478	-	1,242,478	-
Traffic Management 1/2/2A/2B(2)	3,300,194	-	3,300,194	-
Traffic Management 3	1,000,679	-	1,000,679	-
Traffic Management 4	291,691	1,334,932	1,626,623	492,909
Traffic Management/LIDAR	269,365	79,567	348,932	101,068
Traffic signals	716,583	-	716,583	-
Traffic Signal Installation 22-01	-	1,165,067	1,165,067	137,065
Traffic Signal Installation 23-01	-	224,076	224,076	1,986,666
Traffic Signal Modifications 22-01	114,552	99,253	213,805	969,474
Traffic Signal Modifications 23-01	-	149,846	149,846	1,691,125
Traffic Signal Modifications 24-01	-	91,245	91,245	440,315
Traffic Engineering & ITS 23	-	-	-	348,998
T/E spot intersection improvements 10	1,807,293	63,680	1,870,973	-
21st - Glendale/Greg	256,987	-	256,987	-
U.S. 395/S. McCarran Blvd./S. Virginia	394,390	-	394,390	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2022	July 1, 2022 through June 30, 2023	Total	
University Terrace	\$ 829,055	\$ -	\$ 829,055	\$ -
Veterans Roundabout Modifications	-	5,295	5,295	399,705
Victorian Avenue Ph. I - Rock/16th	545,905	-	545,905	-
Victorian Avenue Ph. II - Pyramid/McCarran	3,383,103	-	3,383,103	-
Village - Tahoe to Country Club Dr.	1,290,321	-	1,290,321	-
Villanova - Harvard/Terminal	1,150,059	-	1,150,059	-
Virginia Street Bus Rapid Extension-Plumb/Liberty	-	-	-	-
Virginia Street - Arroyo/Liberty	-	-	-	-
Virginia Street - Truckee/I-80	24,418	-	24,418	-
Virginia Street - Truckee River bridge replacement	2,000,000	-	2,000,000	-
Virginia St. Bus Rapid Transit Extension(2)	79,402,489	7,137	79,409,626	2,277,611
Vista - Prater/Baring	1,801,361	-	1,801,361	-
Vista - Baring/Disc/Los Altos	3,438,894	-	3,438,894	-
Vista - I-80/Prater	1,721,671	-	1,721,671	-
Washington Street - 6th/7th	115,848	-	115,848	-
Washoe County regional preventive maintenance	1,828,193	-	1,828,193	-
Wedekind Road - Sullivan/McCarran	339,811	-	339,811	-
Wedekind Road - N. McCarran/Mapali	597,965	-	597,965	-
Wedge - De Spain/Mt. Rose	121,430	-	121,430	-
Wells Avenue overpass	3,163,717	-	3,163,717	-
Wells - Casazza/Second	110,438	-	110,438	-
Wells - 9th/Sutro	889,016	-	889,016	-
Wells - Kuenzli/7th St.	1,273,099	-	1,273,099	-
Wells - Virginia/Kuenzli	5,345,136	-	5,345,136	-
West Fourth Street Downtown - Evans Ave. to Keystone Ave.	10,651	33,905	44,556	355,444
West Fourth St. Safety - Keystone Ave. to McCarran Blvd.	-	128,217	128,217	1,179,613
W. 7th - Madera/NW McCarran	809,706	-	809,706	-
W. Huffaker - Del Monte/Spring Leaf	909,776	-	909,776	-
W. Moana Lane	188,145	-	188,145	-
West Sun Valley arterial	12,132	-	12,132	-
Whites Creek-Zolezzi/S. Virginia Street	2,376,551	-	2,376,551	-
White Lake Parkway - Village/Brant	1,048,629	-	1,048,629	-
Woodland Ave/Sugar Pine court	-	-	-	-
York Way	1,998,479	-	1,998,479	-
York Way - 18th/4th	116,049	-	116,049	-
Zolezzi Lane rehabilitation and widening	1,164,468	-	1,164,468	-
	<u>\$ 1,152,105,813</u>	<u>\$ 75,791,348</u>	<u>\$ 1,227,897,161</u>	<u>\$ 136,029,719</u>

Notes:

(1) Capacity projects were previously reported in the Regional Road Impact Fee program and were transferred to Streets and Highways in FY14

(2) Combined different phases of the same project expenditures together

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of
	July 1, 1965	July 1, 2022	Total	
	through June 30, 2022	through June 30, 2023		
Arrowcreek Parkway	\$ 2,981,540	\$ -	\$ 2,981,540	\$ -
Bicycle/Pedestrian improvements	2,554,093	-	2,554,093	-
Damonte Ranch/Double R intersection	437,940	-	437,940	-
Farnsworth	61	-	61	-
Geiger Grade realignment	932,412	-	932,412	-
Geiger Grade/Toll Road	1,762,624	-	1,762,624	-
Golden Valley Road	1,615,421	-	1,615,421	-
I580 northbound widening	20,000,000	-	20,000,000	-
Intersection improvement - Veterans/Geiger Grade	5,294,747	-	5,294,747	-
Intersection improvements 97 - all districts	434,168	-	434,168	-
Intersection improvements 98 - all districts	965,019	-	965,019	-
Intersection improvements 02 - all districts	277,711	-	277,711	-
Intersection improvements 03 - all districts	2,944,528	-	2,944,528	-
Intersection improvements 04 - all districts	4,595,415	-	4,595,415	-
Intersection improvements 05 - all districts	271,527	-	271,527	-
Intersection improvements 07 - all districts	283,468	-	283,468	-
Lemmon Drive - Military realignment	3,044,517	-	3,044,517	-
Lemmon Drive - US395 /N. Virginia	182,424	-	182,424	-
Lemmon Drive - Memorial / US 395	360,331	-	360,331	-
Lincoln Way - Marina/Sparks Blvd.	13,200	-	13,200	-
Longley - McCarran/Moana	1,386,833	-	1,386,833	-
McCarran - Kietzke/Lakeside	645,172	-	645,172	-
McCarran - Prater/I-80	208,467	-	208,467	-
McCarran Blvd sidewalk improvement - Nichols/Prater	149,881	-	149,881	-
S.E. McCarran Blvd widening - Longley/Greg(1)	14,858,157	-	14,858,157	-
Military Road Capacity	-	54,043	54,043	574,162
Moana Lane extension - Longley/Neil	22,756,313	-	22,756,313	-
Moana Lane widening - S. Virginia/Neil	35,932,930	-	35,932,930	-
Neil/Kietzke roundabout	1,404,622	-	1,404,622	-
N. McCarran/N. Virginia intersection	2,450,082	-	2,450,082	-
North Valleys Safety Improvements(all phases)	4,783,835	21,655	4,805,490	-
Plumb/Terminal ITS	937,133	-	937,133	-
Pyramid Hwy. - La Posada/Eagle Canyon	8,829,283	-	8,829,283	-
Pyramid/McCarran intersection(1)	4,090,380	-	4,090,380	-
Pyramid/McCarran southbound right turn lane	86,413	-	86,413	-
Pyramid Hwy./US 395 connector(1)	7,596,949	-	7,596,949	-
Red Rock - Moya/U.S. 395	710,254	-	710,254	-
Signal coordination project	1,492,556	-	1,492,556	-
Signal - Mt. Rose/Thomas Creek	324,961	-	324,961	-
Sky Vista	1,429,059	8,117,494	9,546,553	8,981,797
Southeast connector alignment study	1,182,383	-	1,182,383	-
Southeast connector phase 1 - Greg/Clean Water Way ¹	30,199,524	-	30,199,524	-
Southeast connector phase 2 - Clean Water Way/ Veterans Pkwy. ¹	18,810,426	-	18,810,426	-
Sparks Blvd. - Pyramid/Los Altos	4,402,862	-	4,402,862	-
Sun Valley/Clearacre	363,043	-	363,043	-
Sun Valley/Eagle Canyon	7,604	-	7,604	-
Sun Valley/Lemmon Drive	531,198	-	531,198	-
Sun Valley/W. 7th Avenue	364,407	-	364,407	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

For the period July 1, 1965 through June 30, 2023

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965	July 1, 2022	Total	
	through	through		
	June 30, 2022	June 30, 2023		
System corridor studies	\$ 1,132,593	\$ -	\$ 1,132,593	\$ -
Traffic and pedestrian signal safety upgrade	44,903	-	44,903	-
T/E spot intersection improvements(all phases)	16,252,041	2,277,405	18,529,446	3,956,262
Traffic management center	268,948	-	268,948	-
Traffic management fiber optic connectivity	-	-	-	-
Traffic signals	103,692	-	103,692	-
U.S. 395 NB and SB/Clearacre/Sun Valley	54,632,326	-	54,632,326	-
U.S. 395/Meadowood interchange	15,079,961	-	15,079,961	-
Virginia St. - Peckham/Moana	5,000	-	5,000	-
Virginia Street transit Q-jump	1,069,169	-	1,069,169	-
Virginia Street transit signal priority	1,066,499	-	1,066,499	-
Vista/Baring northbound left turn lane	461,633	-	461,633	-
Vista Blvd. corridor study	136,708	-	136,708	-
Vista/Pah Rah/Disc/Los Altos	2,723,274	-	2,723,274	-
Vista Blvd. widening - Los Altos/Wingfield Springs	9,821,787	-	9,821,787	-
Vista Blvd/Sparks Blvd at Los Altos	763,018	-	763,018	-
White Lake Parkway	46,049	-	46,049	-
Zolezzi Ln./I-580 interchange	62,076	-	62,076	-
Zolezzi Ln. rehabilitation and widening	1,949,394	-	1,949,394	-
Impact fee credits/waivers issued:				
Northwest District	42,604,040	1,662,528	44,266,568	-
Northeast District	74,982,099	-	74,982,099	-
South District	88,572,036	281,736	88,853,772	-
	<u>\$ 526,663,119</u>	<u>\$ 12,414,861</u>	<u>\$ 539,077,980</u>	<u>\$ 13,512,221</u>

Notes: (1) Projects were transferred to the Schedule of Changes in Reserves for Project Appropriations - General Fund. Due to insufficient impact fee collections, the projects were funded with either bond funds pledged by fuel tax funds, direct fuel tax funds and/or federal funds.



STATISTICAL SECTION - (Unaudited)

STATISTICAL SECTION - Unaudited

This part of Regional Transportation Commission's (RTC) annual comprehensive financial report presents historical perspective, context, and detail to assist in using the information in the financial statements, note disclosures, and required supplementary information to understand and assess the RTC's overall financial health.

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<i>These schedules contain trend information to help understand how the RTC's financial performance and well-being have changed over time.</i>	
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Sources: Unless otherwise noted, the information in these schedules is derived from the annual comprehensive financial reports for the relevant year.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NET POSITION BY COMPONENT

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Governmental activities										
Net investment in capital assets	\$ 8,198	\$ 7,308	\$ 7,532	\$ 8,596	\$ 6,822	\$ 6,290	\$ 7,367	\$ 7,146	\$ 4,323	\$ 5,028
Restricted	171,272	171,402	159,804	136,113	133,571	115,138	142,133	170,601	189,812	203,703
Unrestricted	<u>(345,022)</u>	<u>(351,618)</u>	<u>(360,285)</u>	<u>(372,506)</u>	<u>(391,330)</u>	<u>(424,725)</u>	<u>(422,778)</u>	<u>(433,608)</u>	<u>(438,024)</u>	<u>(433,877)</u>
Total governmental activities ¹	<u>\$ (165,552)</u>	<u>\$ (172,908)</u>	<u>\$ (192,949)</u>	<u>\$ (227,797)</u>	<u>\$ (250,937)</u>	<u>\$ (303,297)</u>	<u>\$ (273,278)</u>	<u>\$ (255,861)</u>	<u>\$ (243,889)</u>	<u>\$ (225,146)</u>
Business-type activities										
Net Investment in capital assets	\$ 102,847	\$ 104,016	\$ 101,417	\$ 97,669	\$ 94,094	\$ 89,135	\$ 79,533	\$ 73,696	\$ 74,505	\$ 78,598
Unrestricted	<u>50,371</u>	<u>46,904</u>	<u>27,832</u>	<u>17,569</u>	<u>13,522</u>	<u>14,020</u>	<u>19,225</u>	<u>17,539</u>	<u>16,178</u>	<u>15,053</u>
Total business-type activities	<u>\$ 153,218</u>	<u>\$ 150,920</u>	<u>\$ 129,249</u>	<u>\$ 115,238</u>	<u>\$ 107,616</u>	<u>\$ 103,155</u>	<u>\$ 98,758</u>	<u>\$ 91,235</u>	<u>\$ 90,683</u>	<u>\$ 93,651</u>
Primary government										
Net investment in capital assets	\$ 111,045	\$ 111,324	\$ 108,949	\$ 106,265	\$ 100,916	\$ 95,425	\$ 86,900	\$ 80,842	\$ 78,828	\$ 83,626
Restricted	171,272	171,402	159,804	136,113	133,571	115,138	142,133	170,601	189,812	203,703
Unrestricted	<u>(294,651)</u>	<u>(304,714)</u>	<u>(332,453)</u>	<u>(354,937)</u>	<u>(377,808)</u>	<u>(410,705)</u>	<u>(403,553)</u>	<u>(416,069)</u>	<u>(421,846)</u>	<u>(418,824)</u>
Total primary government	<u>\$ (12,334)</u>	<u>\$ (21,988)</u>	<u>\$ (63,700)</u>	<u>\$ (112,559)</u>	<u>\$ (143,321)</u>	<u>\$ (200,142)</u>	<u>\$ (174,520)</u>	<u>\$ (164,626)</u>	<u>\$ (153,206)</u>	<u>\$ (131,495)</u>

¹ See Note O for explanation of negative balances.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN NET POSITIONS

**Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)**

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Program revenues										
Governmental activities										
Charges for services										
Street and highway	\$ 607	\$ 133	\$ 1,516	\$ 1,198	\$ 8,443	\$ 3,787	\$ 2,482	\$ 274	\$ 194	\$ 619
Transportation services	263	277	282	367	423	426	414	639	651	636
Regional Road Impact Fees	10,547	10,734	7,999	7,366	4,834	5,550	4,492	2,690	3,979	-
Operating grants and contributions	4,651	16,194	17,689	27,422	9,226	30,324	30,525	18,184	17,826	18,251
Capital grants and contributions	2,004	431	40	2,249	210	745	228	3,462	25	7
Total governmental activities	<u>18,072</u>	<u>27,769</u>	<u>27,526</u>	<u>38,602</u>	<u>23,136</u>	<u>40,832</u>	<u>38,140</u>	<u>25,249</u>	<u>22,675</u>	<u>19,513</u>
Business-type activities										
Charges for services										
Passenger fares	3,097	2,129	3,044	3,973	5,108	5,615	5,717	5,909	5,978	6,176
Bus advertising	194	167	178	246	262	264	190	181	206	216
Rental income	402	402	401	400	357	435	458	455	421	460
Operating grants and contributions	6,880	12,482	19,484	9,949	4,320	4,088	4,826	3,618	3,404	3,499
Capital grants and contributions	6,279	8,929	17,028	8,398	12,935	7,848	9,882	3,813	980	4,147
Total business-type activities	<u>16,852</u>	<u>24,109</u>	<u>40,135</u>	<u>22,966</u>	<u>22,982</u>	<u>18,250</u>	<u>21,073</u>	<u>13,976</u>	<u>10,989</u>	<u>14,498</u>
Total program revenues	<u>\$ 34,924</u>	<u>\$ 51,878</u>	<u>\$ 67,661</u>	<u>\$ 61,568</u>	<u>\$ 46,118</u>	<u>\$ 59,082</u>	<u>\$ 59,213</u>	<u>\$ 39,225</u>	<u>\$ 33,664</u>	<u>\$ 34,011</u>
Expenses										
Governmental activities										
Street and highway	\$ 87,687	\$ 77,459	\$ 70,200	\$ 85,664	\$ 39,637	\$ 118,730	\$ 101,901	\$ 83,266	\$ 67,542	\$ 106,986
Transportation services	10,821	9,435	9,806	10,258	9,949	10,348	9,279	8,136	7,403	7,372
Regional Road Impact Fees	12,555	3,968	6,373	3,545	2,727	5,154	6,515	3,036	2,067	-
Metropolitan planning	2,453	3,097	2,893	2,794	2,653	2,226	2,519	3,221	2,707	3,759
Interest and fiscal charges	13,361	14,136	14,112	12,947	18,685	19,284	19,586	19,867	20,134	20,351
Total governmental activities	<u>126,877</u>	<u>108,095</u>	<u>103,385</u>	<u>115,209</u>	<u>73,652</u>	<u>155,743</u>	<u>139,802</u>	<u>117,526</u>	<u>99,853</u>	<u>138,468</u>
Business-type activities										
Public transportation	45,708	36,021	40,717	40,541	39,282	31,465	31,251	30,307	30,202	30,411
Total expenses	<u>\$ 172,585</u>	<u>\$ 144,116</u>	<u>\$ 144,102</u>	<u>\$ 155,750</u>	<u>\$ 112,934</u>	<u>\$ 187,208</u>	<u>\$ 171,053</u>	<u>\$ 147,833</u>	<u>\$ 130,055</u>	<u>\$ 168,879</u>
Net expenses										
Governmental activities	\$ (108,805)	\$ (80,326)	\$ (75,858)	\$ (76,606)	\$ (50,515)	\$ (114,910)	\$ (101,661)	\$ (92,277)	\$ (77,178)	\$ (118,955)
Business-type activities	<u>(28,856)</u>	<u>(11,912)</u>	<u>(582)</u>	<u>(17,575)</u>	<u>(16,300)</u>	<u>(13,215)</u>	<u>(10,178)</u>	<u>(16,331)</u>	<u>(19,213)</u>	<u>(15,913)</u>
Total net expense	<u>\$ (137,661)</u>	<u>\$ (92,238)</u>	<u>\$ (76,440)</u>	<u>\$ (94,181)</u>	<u>\$ (66,815)</u>	<u>\$ (128,125)</u>	<u>\$ (111,839)</u>	<u>\$ (108,608)</u>	<u>\$ (96,391)</u>	<u>\$ (134,868)</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN NET POSITION - CONTINUED

**Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)**

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
General revenues and other changes in net position										
Governmental activities										
Motor vehicle fuel tax	\$ 96,662	\$ 95,584	\$ 92,080	\$ 85,471	\$ 86,738	\$ 81,180	\$ 75,058	\$ 68,015	\$ 58,934	\$ 49,575
Public transportation tax	13,312	8,847	18,037	8,769	11,650	9,806	8,989	9,932	8,414	8,786
Regional Road Impact fees	-	-	-	-	-	-	-	-	-	8,165
Unrestricted investment earnings	2,906	(4,403)	52	4,304	3,266	465	235	1,971	779	909
Miscellaneous revenue	164	178	162	692	990	162	(260)	193	12	246
Gain (loss) on disposal of capital assets	2,876	-	-	252	19	8	4	9	-	2
Transfers	240	120	375	11,479	210	300	218	184	188	308
Total governmental activities	<u>116,160</u>	<u>100,326</u>	<u>110,707</u>	<u>110,968</u>	<u>102,874</u>	<u>91,922</u>	<u>84,244</u>	<u>80,304</u>	<u>68,327</u>	<u>67,991</u>
Business-type activities										
Public transportation tax	30,561	35,234	21,074	24,751	20,274	21,278	17,837	16,661	16,270	14,231
Investment earnings	967	(1,574)	43	608	545	65	34	304	134	172
Miscellaneous revenue	96	114	74	98	134	30	43	114	18	44
Gain (loss) on disposal of capital assets	(229)	(71)	(6,224)	-	18	-	6	(12)	10	14
Transfers	(240)	(120)	(375)	(260)	(210)	(300)	(218)	(184)	(188)	(308)
Total business-type activities	<u>31,155</u>	<u>33,583</u>	<u>14,593</u>	<u>25,198</u>	<u>20,762</u>	<u>21,074</u>	<u>17,701</u>	<u>16,883</u>	<u>16,244</u>	<u>14,153</u>
Total primary government	<u>\$ 147,315</u>	<u>\$ 133,909</u>	<u>\$ 125,300</u>	<u>\$ 136,166</u>	<u>\$ 123,636</u>	<u>\$ 112,996</u>	<u>\$ 101,945</u>	<u>\$ 97,187</u>	<u>\$ 84,571</u>	<u>\$ 82,144</u>
Change in net position										
Governmental activities	\$ 7,355	\$ 20,001	\$ 34,849	\$ 34,359	\$ 52,359	\$ (22,989)	\$ (17,417)	\$ (11,973)	\$ (8,851)	\$ (50,964)
Business-type activities	<u>2,299</u>	<u>21,671</u>	<u>14,011</u>	<u>7,622</u>	<u>4,461</u>	<u>7,859</u>	<u>7,523</u>	<u>552</u>	<u>(2,969)</u>	<u>(1,760)</u>
Total primary government	<u>\$ 9,654</u>	<u>\$ 41,672</u>	<u>\$ 48,860</u>	<u>\$ 41,981</u>	<u>\$ 56,820</u>	<u>\$ (15,130)</u>	<u>\$ (9,894)</u>	<u>\$ (11,421)</u>	<u>\$ (11,820)</u>	<u>\$ (52,724)</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

FUND BALANCES OF GOVERNMENTAL FUNDS

**Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)**

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
General fund										
Nonspendable	\$ 249	\$ 297	\$ 246	\$ 246	\$ 307	\$ 304	\$ 271	\$ 221	\$ 170	\$ 192
Restricted	114,710	119,737	114,854	94,433	87,463	58,704	88,510	112,912	136,930	153,058
Total general fund	<u>\$ 114,959</u>	<u>\$ 120,033</u>	<u>\$ 115,100</u>	<u>\$ 94,679</u>	<u>\$ 87,770</u>	<u>\$ 59,008</u>	<u>\$ 88,781</u>	<u>\$ 113,133</u>	<u>\$ 137,100</u>	<u>\$ 153,250</u>
All other governmental funds										
Nonspendable	\$ 284	\$ 299	\$ 241	\$ 205	\$ 218	\$ 374	\$ 384	\$ 133	\$ 124	\$ 199
Restricted	56,562	51,665	44,950	41,679	46,108	56,434	53,622	57,689	52,882	50,645
Assigned	4,662	7,285	8,532	4,382	2,767	1,543	2,234	381	2,914	2,360
Unassigned	-	-	-	-	-	-	-	(541)	-	-
Total all other governmental funds	<u>\$ 61,507</u>	<u>\$ 59,249</u>	<u>\$ 53,723</u>	<u>\$ 46,266</u>	<u>\$ 49,093</u>	<u>\$ 58,351</u>	<u>\$ 56,240</u>	<u>\$ 57,662</u>	<u>\$ 55,920</u>	<u>\$ 53,204</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Revenues										
Motor vehicle fuel tax	\$ 96,662	\$ 95,584	\$ 92,080	\$ 85,471	\$ 86,738	\$ 81,180	\$ 75,058	\$ 68,015	\$ 58,934	\$ 49,575
Public transportation tax	13,312	8,847	18,037	8,769	11,650	9,806	8,989	9,932	8,414	8,786
Impact fees	10,229	10,734	7,999	7,366	4,831	5,550	4,492	2,690	3,979	8,165
Passenger fares	263	277	282	367	423	426	413	639	651	636
Investment income	2,906	(4,403)	52	4,304	3,266	465	235	1,971	779	909
Reimbursements	906	116	1,436	2,121	7,628	3,605	2,467	233	161	644
Planning, operating and capital grants	6,118	15,263	17,433	30,390	9,982	34,534	28,970	19,928	18,711	17,919
Miscellaneous income	180	195	179	439	1,005	237	(160)	340	253	531
Total revenues	130,577	126,613	137,498	139,227	125,523	135,803	120,465	103,748	91,882	87,165
Expenditures										
Street and highway	99,357	82,061	75,344	87,620	51,626	124,837	107,873	85,286	69,386	106,872
Transportation services	9,993	8,694	8,882	8,713	8,659	9,032	7,817	7,158	6,700	6,526
Metropolitan planning	2,453	3,097	2,893	2,794	2,653	2,226	2,402	3,167	2,649	3,672
Capital outlay	2,215	560	(97)	3,362	1,856	242	1,663	3,841	43	9
Debt service										
Principal	7,910	7,540	7,185	6,626	2,303	7,603	6,604	6,309	6,096	5,997
Interest	15,027	14,295	15,765	15,555	19,446	19,790	20,059	20,362	20,584	19,156
Debt service fees & fiscal charges	30	25	25	35	1,022	45	42	42	46	34
Total expenditures	136,985	116,273	109,998	124,706	87,566	163,776	146,459	126,165	105,504	142,266
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	(6,408)	10,341	27,501	14,521	37,957	(27,973)	(25,994)	(22,417)	(13,622)	(55,101)
Other financing sources (uses)										
Transfers in (out)	240	120	375	260	210	300	217	184	188	308
Debt issuance ¹	-	-	-	56,235	183,235	-	-	-	-	-
Bond premium	-	-	-	12,272	22,507	-	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	(79,456)	(224,426)	-	-	-	-	-
Sale of capital assets	3,351	-	-	252	19	8	4	9	-	2
Total other financing sources (uses)	3,591	120	375	(10,437)	(18,455)	308	221	193	188	310
NET CHANGE IN FUND BALANCES	\$ (2,817)	\$ 10,461	\$ 27,876	\$ 4,085	\$ 19,503	\$ (27,664)	\$ (25,773)	\$ (22,224)	\$ (13,434)	\$ (54,791)
DEBT SERVICE AS A PERCENTAGE OF NONCAPITAL EXPENDITURES	17.0%	18.9%	20.9%	18.3%	26.6%	16.8%	18.4%	21.8%	25.3%	17.7%

¹ Proceeds from the issuance of debt are detailed in Note I & J.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REVENUES BY SOURCE, GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)

Fiscal Year	Motor Vehicle Fuel Tax	Regional Road Impact Fee Credits ¹	Regional Road Impact Fees	Public Transportation Tax	Total
2023	\$ 96,662,346	\$ -	\$ 10,228,943	\$ 13,312,146	\$ 120,203,435
2022	95,583,664	-	10,734,256	8,846,777	115,164,697
2021	92,079,885	-	7,999,041	18,037,154	118,116,080
2020	85,470,620	-	7,365,705	8,769,484	101,605,809
2019	86,738,311	-	4,830,616	11,650,266	103,219,193
2018	81,179,894	714,512	4,835,052	9,805,973	96,535,431
2017	75,058,070	452,098	4,039,431	8,989,017	88,538,616
2016	68,015,031	-	2,690,468	9,932,269	80,637,768
2015	58,934,179	953,787	3,025,633	8,414,074	71,327,673
2014	49,574,968	6,790,658	1,374,381	8,786,166	66,526,173
<u>Change</u>					
2014-2023	95.0%	-100.0%	644.3%	51.5%	80.7%

¹ Regional Road Impact Fee Credits are non-cash revenue

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REVENUES BY SOURCE, PROPRIETARY FUNDS

Last ten fiscal years
(Accrual basis of accounting)

Fiscal Year	Public Transportation Tax	Passenger Fares	Federal Operating Government Grant	Bus Advertising	Investment Income	Miscellaneous ⁵	Total
2023	\$ 30,560,732	\$ 3,097,240	\$ 6,878,993	\$ 193,552	\$ 966,554	\$ 269,006	\$ 41,966,077
2022	35,233,886	2,129,004 ¹	12,482,164 ⁴	167,050	(1,574,140)	444,689	48,882,653
2021	21,074,309	3,044,093 ²	19,484,023 ⁴	178,240	42,819	(5,749,141)	38,074,343
2020	24,750,890	3,972,632	9,949,185	245,866	607,728	498,152	40,024,453
2019	20,274,451	5,108,047	4,320,161	261,659	544,930	508,491	31,017,739
2018	21,278,436	5,614,832 ³	4,088,110	264,091	65,488	465,798	31,776,755
2017	17,836,832	5,716,864	4,825,788	190,455	33,843	505,727	29,109,509
2016	16,661,346	5,908,612	3,618,038	181,404	303,719	556,570	27,229,689
2015	16,270,368	5,977,902	3,403,457	206,391	134,063	448,611	26,440,792
2014	14,230,831	6,175,971	3,498,641	216,345	172,261	517,092	24,811,141
Change 2014-2023	114.8%	-49.9%	96.6%	-10.5%	461.1%	-48.0%	69.1%

¹ The reduction in fares is due to reduce of services during the labor strikes which occurred in fiscal year 2022.

² The reduction in fares is due to significant loss of ridership due to COVID-19.

³ October 6, 2018 Passenger Fare Changes:

* All U.S. Veteran riders qualify for reduced fare; Single ride disabled decreased from \$1.00 to \$0.75; 7-Day full fare pass decreased from \$19.50 to \$14.50; 7-Day regular fare pass decreased from \$9.75 to \$6.00; Single ride RTC ACCESS ID increased from \$0.50 to \$0.75; Transfers were eliminated; 31-Day Disabled pass increased from \$26.00 to \$32.50; 24-Hour pass discontinued; One Day pass expires at midnight.

* Effective 7/1/2014, RTC RIDE and RTC RAPID prepaid passes were reduced by 7%. RTC INTERCITY fare was increased by 25%. RTC Sierra Spirit implemented a 25-cent regular fare and 10-cent reduced fare. RTC ACCESS on RTC RIDE 10-ride pass was reduced from \$5 to \$4.

⁴ Includes CARES act funding used for operating expenses.

⁵ Includes rental income and gain (loss) on sale of assets.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**PRINCIPAL REGIONAL ROAD IMPACT FEE CREDIT RECIPIENTS¹
YEARS 2023 AND 2014**

Last ten fiscal years

Certificate Holders	2023			2014		
	Value of Waivers Issued³	Rank	% of Total Value	Value of Credits Issued²	Rank	% of Total Value
Denver Streets Apartments, LLC	\$ 1,662,528	1	85.5%	\$ -		
Sparks Family Hospital, Inc.	281,736	2	14.5%	-		
Rising Tides, LLC	-			4,084,526	1	60.1%
Pulte Homes	-			2,706,124	2	39.9%
Total Ten Largest Credit Recipients	\$ 1,944,264		100.0%	\$ 6,790,650		100.0%
Total Impact Fee Credits Issued	\$ 1,944,264		100.0%	\$ 6,790,650		100.0%

- ¹ Any person, except a unit of government, who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a Regional Road Impact Fee Credit/Waiver. RRIF Credits measured in Vehicle Miles Traveled (VMT) were issued prior to 3/2/2015. RRIF Waivers, replaced the RRIF Credit program in 2015, and are measured in dollars. The RTC RRIF Administrator determines which capital improvements and/or right-of-way dedications are eligible for Credits/Waivers. RRIF Credits and Waivers are managed in an online RRIF Automation account.
- ² RRIF Credits may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Benefit District where they were earned. RRIF Credits transferred to a 3rd Party can be used to pay up to 100% of impact fees owed within the Development of Record where they were earned and up to 50% of the impact fees owed outside the Development of Record, but within the Benefit District. RRIF Credits may not be used outside the Benefit District where the RRIF Credits were earned. Unused RRIF Credits expire twenty years from the date of approval of the Capital Contribution Front Ending Agreement (CCFEA). In 2017, a one-time offer to extend the expiration date for an additional 10 years was given to existing credit holders.
- ³ RRIF Waivers may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Development of Record and do not expire. RRIF Waivers transferred to a 3rd Party can be used to pay up to 100% of the impact fees owed within the Development of Record where they were earned. RRIF Waivers may not be used outside the Development of Record. The impact fees owed using RRIF Waivers are based on the fee schedule in effect at the time of the RRIF Offset Agreement for the land uses identified in the agreement. Impact fees owed for any changes to the original land use will be assessed at the current impact fee rate.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

VEHICLE MILES TRAVELED (VMT) UNITS¹

Last ten fiscal years

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016³</u>	<u>2015²</u>	<u>2014¹</u>
Total VMT units issued in Reno ²	-	-	-	-	-	2,135	1,546	-	6,885	21,440
Total VMT units issued outside Reno	-	-	-	-	-	-	-	-	-	17,984
Total VMT units	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,135</u>	<u>1,546</u>	<u>-</u>	<u>6,885</u>	<u>39,424</u>

¹ Any person, except a unit of government, who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a Regional Road Impact Fee Credit/Waiver. RRIF Credits measured in Vehicle Miles Traveled (VMT) were issued prior to 3/2/2015. RRIF Waivers, replaced the RRIF Credit program in 2015, and are measured in dollars. The RTC RRIF Administrator determines which capital improvements and/or right-of-way dedications are eligible for Credits/Waivers. RRIF Credits and Waivers are managed in an online RRIF Automation account.

² Prior to 2014, impact fees were slightly lower in the City of Reno. Impact Fees were discounted to account for additional payments made by new development within the City of Reno to pay for outstanding debt on Reno's 1985 and 1989 bond issues which were used for road capital improvements and improvements on existing roadways. The City of Sparks and Washoe County had no outstanding debt for road improvements. Beginning 2014, the bonds were paid off.

³ Beginning 2016, VMTs shown represent the RRIF Waivers issued. RRIF Waivers are issued in dollars and are converted to Vehicle Miles Traveled (VMTs) based on the impact fee rate in effect as of the date of the RRIF Offset Agreement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

DIRECT AND OVERLAPPING TAX RATES

Last ten fiscal years

Fiscal Year	RTC Direct Sales Tax Rate ¹	Washoe County Sales Tax Rate	RTC Direct Vehicle Fuel Tax Rate ²	Annual RTC Direct Vehicle Fuel Tax Index Incr. ³	Washoe County Vehicle Fuel Tax Rate	Annual Washoe County Vehicle Fuel Tax Index Incr. ³	RTC Direct Impact Fee in Reno Rate ⁴	RTC Direct Impact Fee Outside Reno Rate	RTC Direct Impact Fee in North Area Rate ⁵	RTC Direct Impact Fee in South Area Rate ⁵
2023	0.375%	8.265%	\$ 0.4379	\$ 0.0189	\$ 0.5646	\$ 0.0219	N/A	N/A	\$267.95/VMT	\$261.35/VMT
2022	0.375%	8.265%	0.4190	0.0103	0.5427	0.0119	N/A	N/A	257.40/VMT	251.06/VMT
2021	0.375%	8.265%	0.4087	0.0160	0.5308	0.0185	N/A	N/A	328.34/VMT	320.63/VMT
2020	0.375%	8.265%	0.3927	0.0098	0.5123	0.0113	N/A	N/A	320.71/VMT	313.18/VMT
2019	0.375%	8.265%	0.3829	0.0145	0.5010	0.0168	N/A	N/A	267.58/VMT	303.11/VMT
2018	0.375%	8.265%	0.3684	0.0155	0.4842	0.0179	N/A	N/A	262.69/VMT	297.58/VMT
2017	0.375%	7.725%	0.3529	0.0239	0.4663	0.0403	N/A	N/A	262.69/VMT	297.58/VMT
2016	0.375%	7.725%	0.3289	0.0348	0.4386	0.0403	N/A	N/A	258.20/VMT	292.50/VMT
2015	0.375%	7.725%	0.2942	0.0378	0.3983	0.0438	N/A	N/A	253.39/VMT	287.05/VMT
2014	0.375%	7.725%	0.2564	0.0366	0.3546	0.0423	\$216/VMT	\$227/VMT		

¹ The RTC's sales tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. Effective November 1, 1982, the Board of County Commissioners imposed a sales tax of 1/4 cent for mass transit or the construction of public roads. Effective July 1, 2003, the Board of County Commissioners imposed an additional 1/8 cent sales tax.

² The RTC's motor vehicle fuel tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. In 1965, a \$0.01 per gallon fuel tax was levied for the purpose of constructing and improving the street and highway transportation facilities within Washoe County. In 1971, it was increased to \$0.02 per gallon and in 1982 to \$0.04 per gallon. In April of 1994, a temporary additional \$0.05 per gallon was approved then made permanent in September of 1995. Reference note 3 below. Annual rates reflect year-to-year cumulative indexing.

³ Effective October 1, 2003, the Board of County Commissioners approved fuel tax indexing which imposed additional new taxes on motor vehicle fuel. On the first day of each fiscal year, motor vehicle fuel tax was increased by (i) the lesser of 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. At the November 2008 election, County voters approved RTC5 and the State Legislature enacted the bill which revised the indexing provisions for the 9-cent motor vehicle fuel tax. The county was thereby authorized to impose additional taxes on motor vehicle fuel and special fuels for the benefit of the Commission, and provided for annual increases in such taxes to be calculated using a formula based on (i) the lesser of 7.8% or (ii) a rolling 10-year average of the changes in the Producer Price Index for Street and Highway Construction. The PPI adjustments were imposed on the CPI adjusted rate of 10.5621 cents per gallon. The PPI adjusted rate went into effect with April 2010 fuel tax collections. Rates shown reflect the annual change in the index.

⁴ The imposition of an impact fees for the construction of new roads and to make capacity improvements is established by State legislation. RTC impact fee rates may only be changed with the approval of ordinances adopted by all participating local governments. The 2003 passage of WC-2 allowed for the indexing of impact fee and NRS 278B.225 was established to allow automatic inflationary adjustments to the fees. Rates shown are based on a single-family detached home.

⁵ Effective January 31, 2022 the 7th edition of the Regional Road Impact Fee (RRIF) System General Administrative Manual (GAM) was revised to decrease Impact fee rates by 2.16%.

Source: Nevada Department of Taxation and Regional Transportation Commission

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

RATIOS OF OUTSTANDING DEBT BY TYPE

Last ten fiscal years
(Amounts expressed in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Governmental activities										
Revenue bonds	\$ 296,765	\$ 304,675	\$ 312,215	\$ 319,400	\$ 346,612	\$ 390,732	\$ 398,335	\$ 404,939	\$ 411,248	\$ 417,344
Less Deferred amounts										
Bond Premium	28,545	30,048	31,551	33,055	22,016	9,180	9,558	9,937	10,316	10,694
Bond Discount					(9)	(25)	(41)	(56)	(72)	(88)
Total primary government	<u>\$ 325,310</u>	<u>\$ 334,723</u>	<u>\$ 343,766</u>	<u>\$ 352,455</u>	<u>\$ 368,619</u>	<u>\$ 399,887</u>	<u>\$ 407,852</u>	<u>\$ 414,820</u>	<u>\$ 421,492</u>	<u>\$ 427,950</u>
Percentage of personal income	0.9230%	1.0618%	1.1507%	1.2689%	1.4424%	1.7733%	1.9179%	2.2057%	2.2094%	2.2724%
Per capita	<u>\$ 0.65</u>	<u>\$ 0.69</u>	<u>\$ 0.72</u>	<u>\$ 0.75</u>	<u>\$ 0.79</u>	<u>\$ 0.86</u>	<u>\$ 0.89</u>	<u>\$ 0.92</u>	<u>\$ 0.95</u>	<u>\$ 0.98</u>

Details regarding the RTC's outstanding debt can be found in the notes to the financial statements. See the Schedule of Demographic and Economic Statistics on page 117 for personal income and population data.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**COMPUTATION OF GENERAL OBLIGATION
DIRECT AND OVERLAPPING DEBT**

**As of June 30, 2023
(amounts expressed in thousands)**

Name of Governmental Unit	Debt Outstanding	Presently Self-Supporting Debt	Percent Applicable to Washoe County ¹	Applicable Net Debt
Direct ²				
Regional Transportation Commission				
Revenue bonds ³	\$ 296,765,000	\$ 296,765,000	0%	\$ 296,765,000
Bond Premiums	28,544,501	28,544,501		28,544,501
Total Direct Debt	<u>325,309,501</u>	<u>325,309,501</u>		<u>325,309,501</u>
Overlapping				
Washoe County School District	1,121,165	-	100%	1,121,165
Reno-Sparks Convention & Visitors Authority	70,225	70,225	100%	-
City of Reno	90,022	-	100%	90,022
City of Reno supported by specific revenue	333,080	333,080	100%	-
City of Reno - Special Assessment bonds ⁴	4,100	4,100	100%	-
City of Sparks	7,922,277	-	100%	7,922,277
City of Sparks - Sewer and Utility bonds	1,096,217	1,096,217	100%	-
Incline Village General Improvement District	2,791	2,791	100%	-
State of Nevada	1,132,610	241,519	13.32%	125,555
Total Overlapping Debt	<u>11,772,487</u>	<u>1,747,932</u>		<u>9,259,019</u>
 Total Direct and Overlapping debt	 <u>\$ 337,081,988</u>	 <u>\$ 327,057,433</u>		 <u>\$ 334,568,520</u>

¹ Based on FY 2022-2023 assessed valuation in the respective jurisdiction.

² Includes all governmental debt activities and related bond premiums, discounts, and deferred refunding charges.

³ Revenue bonds are not general obligation, but are special limited obligation of the County payable solely from the pledged revenue.

⁴ Special assessment bonds are not general obligations of Washoe County, or of the Cities of Reno and Sparks. If however, the special assessments collected, with all other available resources were insufficient to meet debt service requirements on these bonds, the respective bond ordinances require that the deficiency be made up with the governments' general funds.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

PLEGGED REVENUE BOND COVERAGE AND LIMITATIONS

Last ten fiscal years

Debt Service			Motor Vehicle Fuel Tax ¹			Public Transportation Tax ³	Limitations ⁴	Bond Coverage ⁵			
Fiscal Year	Principal	Interest	Total Debt Service	RTC 9¢ + Index ²	Washoe County 5.35¢ + 1¢	Total Net Pledged Fuel Tax Revenues	Total Net Pledged Public Transportation Tax Revenues	Revenues in Excess of Debt Service	Bond Coverage Actual	Bond Coverage Required	Excess Coverage
2023	\$ 7,910,000	\$ 15,026,773	\$ 22,936,773	\$ 96,662,346	N/A	\$ 96,662,346	\$ 14,624,293	\$ 88,349,866	421%	200%	221%
2022	7,540,000	14,294,935	21,834,935	95,583,664	N/A	95,583,664	14,693,554	88,442,283	438%	200%	238%
2021	7,185,000	15,764,784	22,949,784	92,079,885	N/A	92,079,885	13,037,154	82,167,255	401%	200%	201%
2020	6,626,000	15,554,662	22,180,662	85,470,620	N/A	85,470,620	11,077,938	74,367,896	385%	200%	185%
2019	2,303,000	19,445,659	21,748,659	86,738,311	N/A	86,738,311	10,450,532	75,440,184	399%	200%	199%
2018	7,603,000	19,789,748	27,392,748	81,179,894	N/A	81,179,894	10,211,947	63,999,093	296%	125%	171%
2017	6,604,000	20,058,757	26,662,757	75,058,070	N/A	75,058,070	9,378,033	57,773,346	282%	125%	157%
2016	6,309,000	20,362,279	26,671,279	68,015,031	N/A	68,015,031	8,864,538	50,208,290	255%	125%	130%
2015	6,096,000	20,584,244	26,680,244	58,934,179	N/A	58,934,179	8,228,147	40,482,082	221%	125%	96%
2014	5,997,000	19,156,381	25,153,381	49,574,968	N/A	49,574,968	7,672,332	32,093,919	197%	125%	72%

- ¹ The amounts of these taxes have increased over the years. In 1977, the rates were 2¢ and 1½¢. In 1982, these were raised to 4¢ and 1½¢. In 1983, they were increased again to the level of 4¢ and 3¢. In 1986 the 3¢ motor vehicle fuel tax previously distributed to the RTC for bond covenant provisions was distributed by the State of Nevada directly to Washoe County and the Cities of Reno and Sparks, as provided for in Chapter 365 of the Nevada Revised Statutes. The 3¢ rate was increased to 4.28¢ in 1988 and 5.35¢ in 1989. In April 1994, the 4¢ was raised to 9¢. In 1983, the 1¢ rate was implemented for Washoe County roads.
- ² The bond covenant provisions of the 2018, 2019 and 2010 Series E and F revenue bonds identify as net pledged revenues motor vehicle fuel taxes consisting of the 9¢ per gallon motor vehicle fuel tax together with prior annual increases to that base rate calculated as the lesser of: (i) 4.5% increase or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. Pursuant to a ballot measure in November 2008 and subsequent enactment of Chapter 501 at the State Legislature, additional taxes were imposed on motor vehicle fuel and special fuels for the benefit of the RTC which provided for annual increases using a formula based on the lesser of (i) 7.8% or (ii) a rolling 10-year average of changes in the Producer Price Index (PPI) for Street and Highway Construction. The PPI rate went into effect January 1, 2010 and is adjusted on July 1, annually.
- ³ The bond covenant provisions of the 2010 Series H revenue bonds identify as net pledged revenues sales taxes imposed at a rate of one-eighth of one percent (.0125%) and income derived from any additional Sales Tax imposed by the County should the RTC Board choose to include the additional tax in pledged revenues. The RTC Board may elect to include additional taxes in pledged revenues for the remaining term of the 2010H bonds by adoption of a resolution or ordinance to include such tax.
- ⁴ The following limitations on bond coverage are calculated in these columns:
 - a. Nevada Revised Statutes 373.130 states that revenues from vehicle fuel tax must be adequate to meet the payment of outstanding debt as it becomes due.
 - b. Washoe County Bond Ordinance requires that the net pledged revenues derived in any twelve consecutive months of the last eighteen months of fiscal year immediately preceding the date of the issuance of such additional parity securities shall have been at least sufficient to pay an amount equal to 200% of the combined maximum annual principal and interest requirements of the outstanding bonds and any other outstanding parity securities of the County and the parity securities proposed to be issued (excluding any reserves therefore).
- ⁵ The Actual Bond Coverage and Excess Coverage are calculated as follows:
 - a. Bond Coverage – Actual is equal to the Total Net Pledged Fuel Tax Revenues divided by Total Debt Service.
 - b. Excess Coverage is equal to the difference between Bond Coverage – Actual and Bond Coverage – Required.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

DEMOGRAPHIC AND ECONOMIC STATISTICS

Last ten fiscal years
(Dollars Expressed in Thousands)

Fiscal Year	Population¹	Personal Income²	Per Capita Personal Income²	Median Age³	Total Labor Force⁴	Unemployment Rate (Percent)⁴	Construction Activity - Total Value⁵	Number of New Family Units⁵
2023	496,745	\$ 35,246,181	74	39.5	263,078	4.5%	\$ 466,715	443
2022	486,492	31,523,753	66	38.5	254,381	3.3%	678,435	596
2021	478,355	29,875,442	63	38.6	265,182	4.9%	719,607	692
2020	472,069	27,776,003	60	38.1	255,915	3.2%	450,868	617
2019	464,630	25,556,498	55	38.0	250,005	3.6%	458,823	572
2018	460,237	22,549,907	48	37.9	239,119	4.2%	345,710	481
2017	459,142	21,265,239	46	37.5	223,409	4.0%	301,127	378
2016	451,248	20,164,911	45	37.5	213,923	6.4%	231,742	320
2015	444,008	19,077,494	43	37.4	213,773	6.4%	246,628	255
2014	436,647	18,832,669	43	37.6	206,624	7.2%	203,086	120

Sources:

- ¹ FY 2014 data source: Washoe County Community Development
FY 2015 - FY 2023 data source: Nevada State Demographer's Office-NV Small Business Development Center
- ² FY 2014: Washoe County Community Development Demographic Information
FY 2014 - FY 2023: BEA 2012 Estimate with Compound Annual Growth Rate applied
- ³ FY 2014 - FY 2018: Trend applied to U.S. Census Bureau, American Community Survey 5-Year Estimates
FY 2019 - FY 2023: United States Census Bureau
- ⁴ Total represents the average labor force during the fiscal year. Nevada State Department of Employment, Training and Rehabilitation (DETR)
- ⁵ Washoe County Building and Safety Department - Construction Activity - Total Value

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

PRINCIPAL EMPLOYERS

Current year and nine years ago

Employer	December, 2022			December, 2013		
	Employees ¹	Rank	Percentage of Total County Employment	Employees ¹	Rank	Percentage of Total County Employment
Washoe County School District	8,750	1	3.72%	8,250	1	4.38%
University of Nevada - Reno	4,750	2	2.02%	4,250	2	2.26%
Renown Medical Center	3,250	3	1.38%	2,750	3	1.46%
Washoe County	2,950	4	1.25%	2,250	4	1.19%
Peppermill Hotel Casino - Reno	2,500	5	1.06%	2,250	5	1.19%
Nugget Casino	2,500	6	1.06%			
Grand Sierra Resort	2,500	7	1.06%			
Harrah's	2,500	8	1.06%			
St. Mary's Regional Medical Center	2,500	9	1.06%			
Silver Legacy Resort Casino	2,500	10	1.06%	1,750	8	0.93%
International Game Technology PLC ²	-	-	-	2,250	6	1.19%
Integrity Staffing Solutions	-	-	-	1,750	7	0.93%
Atlantis Casino Resort	-	-	-	1,750	9	0.93%
Eldorado Hotel & Casino	-	-	-	1,250	10	0.66%
Total Washoe County Covered Employment	235,428			188,324		

¹ Nevada Revised Statutes Chapter 612 stipulates that actual employment for individual employers may not be published. The Nevada Department of Employment Training and Rehabilitation outsources the publication of this information to Infogroup and Nevada Workforce. Infogroup publishes employee counts in ranges of 5000. The number of employees shown are estimated using the midpoint.

² International Game Technology was acquired by Gtech in 2015 becoming International Game Technology PLC.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

FULL TIME EQUIVALENT GOVERNMENT EMPLOYEES BY DEPARTMENT

Last ten fiscal years

Department	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Executive	6.50	4.50	4.50	4.50	4.00	4.00	4.00	4.00	2.00	2.00
Administrative Services ¹	12.50	13.00	7.25	7.25	6.75	6.75	6.75	6.75	7.25	6.50
Finance	12.50	13.50	13.50	13.50	13.50	13.00	13.00	13.00	13.00	14.00
Engineering	13.50	13.50	17.50	17.50	17.50	17.00	17.00	17.00	17.00	17.00
Metropolitan Planning Organization	8.50	10.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	15.00
Public Transportation and Operations	20.50	21.50	25.00	26.00	24.50	24.50	24.38	24.88	21.88	15.50
Total Budgeted Employees ²	<u>74.00</u>	<u>76.50</u>	<u>80.25</u>	<u>81.25</u>	<u>78.75</u>	<u>77.75</u>	<u>77.63</u>	<u>78.13</u>	<u>73.63</u>	<u>70.00</u>
Total Actual Employees ³	<u>65.00</u>	<u>61.00</u>	<u>67.50</u>	<u>70.00</u>	<u>70.60</u>	<u>65.60</u>	<u>64.48</u>	<u>65.00</u>	<u>65.75</u>	<u>59.25</u>

¹ In FY 2022, Administrative Services were centralized

² Source: RTC Finance Department Budget documents

³ Source: Payroll FTE count as of June 30th

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

RIDE OPERATING STATISTICS

Last ten fiscal years

Fiscal Year	Fleet Size ¹	Revenue Miles	Revenue Hours	Passengers	Full Time Equivalent Employees (FTE)			Total FTE's
					Bus Operators	Maintenance Personnel	Other	
2023	78	2,767,752	255,430	4,865,750	161.0	35.0	30.0	226.0
2022	82	2,023,497	183,049	3,597,006	158.0	32.0	12.0	202.0
2021	84	2,839,671	265,543	5,184,734	145.0	28.0	20.0	193.0
2020	77	3,403,183	308,593	8,185,326	170.0	35.0	21.5	226.5
2019	77	2,837,771	256,326	7,197,386	134.1	28.9	15.6	178.6
2018	75	2,825,116	247,779	7,396,590	136.6	28.0	19.0	183.6
2017	69	2,875,232	253,097	7,416,158	141.0	27.0	19.0	187.0
2016	72	2,887,039	252,943	7,715,419	164.0	38.0	20.0	222.0
2015	81	2,888,968	252,515	8,140,908	160.0	29.0	19.0	208.0
2014	82	2,871,913	251,899	8,165,335	160.0	31.0	18.5	209.5

¹ Includes Peak, Spares, and Contingency.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

ACCESS / FLEX RIDE - OPERATING STATISTICS

Last ten fiscal years

Fiscal Year	Fleet Size ¹	Full Time Equivalent Employees (FTE)									
		ACCESS Revenue Miles	ACCESS Revenue Hours	ACCESS Passengers	FLEX RIDE Revenue Miles ²	FLEX RIDE Revenue Hours ²	FLEX RIDE Passengers ²	Van Operators	Maintenance Personnel	Operations Personnel	Total FTE's
2023	57	836,100	59,420	105,614	351,360	24,776	58,979	56.0	4.0	17.0	77.0
2022	45	953,934	61,550	118,659	137,040	10,733	25,815	38.0	3.0	18.5	59.5
2021	43	1,019,354	77,010	121,468	-	-	-	48.0	5.0	17.0	70.0
2020	50	1,368,087	91,349	182,556	-	-	-	42.0	4.0	13.0	59.0
2019	45	1,697,800	104,718	226,913	-	-	-	54.4	5.0	19.3	78.7
2018	45	1,593,665	101,872	251,461	-	-	-	57.5	5.0	19.0	81.5
2017	54	1,376,682	85,025	231,438	-	-	-	40.5	4.0	14.5	59.0
2016	63	1,383,323	83,112	224,812	-	-	-	47.5	3.0	17.0	67.5
2015	50	1,362,329	82,869	227,060	-	-	-	50.0	3.0	13.0	66.0
2014	50	1,378,237	84,165	239,457	-	-	-	43.0	5.0	12.0	60.0

¹ Includes Peak and Spares.

² Flex Ride data was reported starting from January 2022.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CAPITAL ASSET INFORMATION ¹

As of June 30, 2023

Facilities	Year ²	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
2050 Villanova Drive, Reno NV 89502	1984	1	1	1	1	1	1	1	1	1	1
600 Sutro Street, Reno NV 89512	1993	1	1	1	1	1	1	1	1	1	1
1105 Terminal Way, Reno NV 89502	2000	1	1	1	1	1	1	1	1	1	1
1421 Victorian Avenue, Sparks NV 89432	2009	1	1	1	1	1	1	1	1	1	1
200 East 4th Street, Reno NV 89501	2011	1	1	1	1	1	1	1	1	1	1
<u>Other assets</u>											
Number of RIDE Passenger Shelters ³		123	105	110	113	132	121	117	116	115	113
Number of RIDE revenue vehicles (fleet) ⁴		78	82	84	77	77	75	69	72	81	82
Number of ACCESS revenue vehicles (fleet) ⁴		57	45	46	50	45	45	54	63	50	50
Number of Maintenance & Operation staff vehicles ⁵		15	13	12	20	20	24	24	25	27	27

¹ More information about capital assets can be found in the notes to the financial statements.

² Fiscal year facility was acquired or construction completed.

³ Shelter information includes only installed shelters and RAPID stations.

⁴ Revenue vehicles include active fleet only. Active fleet consists of Peak, Spares, and Contingency vehicles.

⁵ Staff vehicles include RIDE, ACCESS, and RTC support vehicles.



COMPLIANCE SECTION

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Regional Transportation Commission, Reno, Sparks, and Washoe County, Nevada (RTC) as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise RTC's basic financial statements, and have issued our report thereon dated November 29, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered RTC's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of RTC's internal control. Accordingly, we do not express an opinion on the effectiveness of RTC's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether RTC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Crowe LLP
Crowe LLP

Sacramento, California
November 29, 2023

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

Report on Compliance for Each Major Federal Program***Opinion on Each Major Federal Program***

We have audited the Regional Transportation Commission, Reno, Sparks and Washoe County, Nevada (RTC's) compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on each of RTC's major federal programs for the year ended June 30, 2023. RTC's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, RTC complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of RTC and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of RTC's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to RTC's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on RTC's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about RTC's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding RTC's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of RTC's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of RTC's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.


Crowe LLP

Sacramento, California
November 29, 2023

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2023**

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2023	Amounts Passed through to Subrecipients
<u>U. S. Department of Transportation</u>					
<u>Federal Transit Administration</u>					
Direct Award					
Federal Transit - Capital Investment Grant	20.500	#NV-2022-014	\$ 300,000	\$ 114,981	\$ -
		Total Capital Investment Grant	300,000	114,981	-
Direct Award					
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2017-013	6,375,105	520,256	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2018-012	6,619,530	159,543	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-018	7,117,512	320,891	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-020	7,750,000	20,260	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2019-021	7,025,000	2,476,638	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2020-018	7,297,750	5,603,859	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2020-019	1,350,000	312,824	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2020-006	2,100,000	153,682	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2022-010	4,131,545	2,970,403	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2022-019	1,699,999	636,340	-
		Total Urbanized Area Formula	51,466,441	13,174,696	-
Direct Award					
State of Good Repair Grant	20.525	#NV-2022-017	53,622	13,623	-
		Total State of Good Repair Grant	53,622	13,623	-
Direct Award					
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2017-014	647,857	58,530	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2018-011	896,474	55,570	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2019-017	875,011	303,039	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2020-017	915,821	506,000	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2022-015	874,675	874,675	-
		Total Bus & Bus Facilities Formula	4,209,838	1,797,814	-
		Total Federal Transit Cluster	56,029,901	15,101,114	-
Direct Award					
Federal Transit - Public Transportation Innovation	20.530	#NV-2021-011	131,661	54,187	-
		Total Public Transportation Innovation	131,661	54,187	-

(continued)

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2023**

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2023	Amounts Passed through to Subrecipients
Direct Award					
Transit Services Programs Cluster					
COVID-19 Enhanced Mobility of Seniors and Individuals with Disabilities (CRRSAA)	20.513	#NV-2021-023	\$ 66,562	\$ 31,021	\$ 31,021
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	#NV-2021-026	1,149,344	483,043	483,043
		Total Transit Services Programs Cluster	1,215,906	514,064	514,064
		Total United States Department of Transportation - Direct Awards	57,377,468	15,669,365	514,064
<u>Federal Highway Administration</u>					
Passed through State of Nevada Department of Transportation					
Highway Planning and Construction Cluster					
Highway Planning and Construction Grant	20.205	#P225-21-063	1,250,000	78,842	-
Highway Planning and Construction Grant	20.205	#PR19-22-063	2,400,000	1,305,711	-
Highway Planning and Construction Grant	20.205	#PR249-21-063	200,000	68,611	-
Highway Planning and Construction Grant	20.205	#PR364-20-802	350,000	19,990	-
Highway Planning and Construction Grant	20.205	#PR216-22-063	200,000	190,000	-
Highway Planning and Construction Grant	20.205	#PR141-21-802	2,243,581	123,923	-
Highway Planning and Construction Grant	20.205	#PR184-22-802	2,914,996	603,248	-
Highway Planning and Construction Grant	20.205	#PR280-21-063	15,526,316	911,926	-
		Total Highway Planning and Construction Cluster	25,084,893	3,302,251	-
		Total Federal Highway Administration	25,084,893	3,302,251	-
TOTAL EXPENDITURES OF FEDERAL AWARDS - UNITED STATES DEPARTMENT OF TRANSPORTATION:			\$ 82,462,361	\$ 18,971,616	\$ 514,064

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year ended June 30, 2023

NOTE A – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal grant activity of the Regional Transportation Commission (RTC) under programs of the federal government for the year ended June 30, 2023. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the RTC, it is not intended to and does not present the financial position, changes in net position, or cash flows of the RTC.

RTC received federal awards both directly from federal agencies and indirectly through pass-through entities. Federal financial assistance provided to a subrecipient is treated as an expenditure when it is paid to the subrecipient.

NOTE B – SIGNIFICANT ACCOUNTING POLICIES

Governmental fund types account for the RTC's federal grant activity. Therefore, expenditures in the schedule of expenditures of federal awards are recognized on the accrual basis of accounting. The RTC's summary of significant accounting policies is presented in Note A in the RTC's basic financial statements.

The RTC has not elected to use the 10% de minimis cost rate.

Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

Section I – Summary of Auditor’s Results

Financial Statements

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

_____ Yes x No

Significant deficiency(ies) identified?

_____ Yes x None reported

Noncompliance material to financial statements noted?

_____ Yes x No

Federal Awards

Internal control over major programs:

Material weakness(es) identified?

_____ Yes x No

Significant deficiency(ies) identified?

_____ Yes x None reported

Type of auditors' report issued on compliance for major federal programs:

Unmodified

Any audit findings disclosed that are required to be Reported in accordance with 2 CFR 200.516(a)?

_____ Yes x No

Identification of major programs:

Assistance Listing Number

Name of Federal Program or Cluster

20.500 / 20.507 / 20.525 / 20.526
20.205

Federal Transit Cluster
Highway Planning and Construction Cluster

Dollar threshold used to distinguish between type A and type B programs:

\$750,000

Auditee qualified as low-risk auditee?

 x Yes _____ No

Section II – Financial Statement Findings

None

Section III – Federal Award Findings and Questioned Costs

None



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Building A Better Community Through Quality Transportation





REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 5.3.

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: 2024 Federal Priorities

RECOMMENDED ACTION

Approve the RTC federal priorities and provide direction accordingly.

BACKGROUND AND DISCUSSION

Annually, RTC staff prepares a list of projects and policy recommendations to guide our federal efforts. This list is used throughout the calendar year to provide consistency in communications with our federal delegation and regional partners. Proposed RTC federal priorities for calendar year 2023 are provided in the attachment.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

12/16/2022 Approved the RTC federal priorities and provide direction accordingly.

FEDERAL PRIORITIES

The RTC is committed to working with our federal partners to improve and enhance safety, mobility, and transportation options in our community. The RTC has created federal policy priorities, transit priorities, and highway priorities, listed below, to help guide us into the future. Top priorities are noted with *** asterisks.

RTC 2024 FEDERAL PRIORITIES

TRANSIT PRIORITIES

- ***** Bus Maintenance Facility Replacement *****

This project is a priority as the relocation of our current bus maintenance facility is required due to Phase 4 of the Spaghetti Bowl project. As RTC expands service to keep pace with a growing community and an impending NDOT project necessitates the relocation of the facility, a new site will need to be acquired and a replacement facility developed prior to NDOT's start of construction. This project will allow for on-site investment in hydrogen-fueling infrastructure. Additionally, the new facility is planned to provide space for long-term expansion of the fleet, notably alternative-fuel vehicles.

- **Extend the Bus Rapid Transit (BRT) System**

Continue the success of the regional BRT system through extending the Virginia Line to Mt. Rose Highway and Lincoln Line to Stoker Avenue – The 1.3-mile extension of our BRT to Stoker Avenue and the 5-mile extension from Meadowood Mall to Mt. Rose Highway will allow completion of this most-critical transit infrastructure. These two areas provide the best near-term opportunity to complement the current BRT system by adding much-needed service in high-density, senior and workforce housing. These projects would directly address two of our most-pressing social issues – affordable housing and climate change.

- **Spare Ratio Flexibility**

With the transition to a new technology, buses will have to be taken out of service and dedicated to training which will also impact the spare ratio in the coming years. Ask FTA to provide additional guidance and flexibility on the spare ratio to transit systems transitioning to EV buses. FTA has indicated a willingness to be flexible and we hope this can be clearly communicated to transit systems consistently from both HQ and regional FTA offices. Transit systems are worried about being punished for not meeting stringent spare ratio standards as we compete for competitive grant programs and are audited.

- **Alternative Fuels Expansion**

RTC has a long history as being an early adopter for alternative fueled vehicles and seeks to continue this success through ongoing expansion of its battery electric and hydrogen fuel cell bus fleet. While both vehicle types have their advantages, hydrogen fuel cells represent the next generation of zero-emission transit technologies and these buses, unlike traditional battery-electric, provide the solution for the longer operational ranges needed for coverage on all our transit routes and for faster refueling. The growth of our hydrogen program will improve RTC's services by addressing the limitations with battery technologies, broaden our portfolio of alternative vehicles, and continue RTC's commitment towards providing our services in the most efficient and responsible way possible.

HIGHWAY PRIORITIES (FREEWAY IMPROVEMENTS)

- **I-80 Improvements (Spaghetti Bowl Phase 2)**
I-80 is a nationally significant freight corridor and critical for regional mobility within the Truckee Meadows. NDOT studies identified short- and long-term investments to improve safety, and travel time reliability between the Spaghetti Bowl and Sparks Boulevard to the Tahoe-Reno Industrial (TRI) Center in Storey County.

HIGHWAY PRIORITIES (REGIONAL ROAD IMPROVEMENTS)

- ***** Keystone Avenue Bridge Replacement *****
The Keystone Avenue Bridge over the Truckee River is structurally deficient and does not accommodate pedestrians and bicyclists. This project will allow us to replace a piece of failing infrastructure with a safer alternative, which will include bike/pedestrian facilities where there currently is none.
- ***** 6th Street Bicycle Facility and Safety Improvements *****
This project has been identified as a priority action item in the Vision Zero Truckee Meadows Action Plan. The need for improvements along this corridor is identified in numerous local and regional plans. The project is also part of a network of approved micromobility improvements in Downtown Reno. This corridor has been identified as having the highest safety need, according to the region's High Injury Network. Project implementation would demonstrate not only a commitment to enhancing safety but to improving equitable access and supporting climate and sustainability goals.
- ***** Highland Ranch Parkway/Pyramid Highway Intersection *****
This intersection is a major connector between two areas experience large amounts of growth. Traffic is currently experiencing longer delays and widening has been identified as an important solution here. This project addresses both congestion and safety.
- ***** Sun Valley Boulevard Corridor Improvements *****
The segment of Sun Valley Boulevard from Scottsdale Road to 7th Avenue experiences a significant amount of pedestrian traffic and is one of the highest transit ridership areas not located on a Bus Rapid Transit (BRT) route. A portion of this roadway has also been identified on the region's High Injury Network (HIN), where the top 25% of the most severe crashes have occurred. The project will address active transportation and safety needs in this Historically Disadvantaged Community. Significant design work has already been accomplished and the project is in a "shovel ready" state.
- **Mt. Rose Highway Improvements**
The Mt. Rose Highway exceeds the statewide average for fatal crashes, with the highest rate in the central section of the corridor (Callahan Road, Thomas Creek Road). High speeds are a likely contributing factor. Actual speeds are 10-15 mph higher than posted speeds, as discovered in a recent NDOT study. The proposed alternatives would make long-term improvements to the roadway footprint and operations, including intersection controls, speeds, access, and accommodation of multimodal travel.
- **Vision Zero Truckee Meadows Improvements**
This is a collection of multimodal transportation improvements located on the region's High Injury Network (HIN) and identified for priority implementation in the Vision Zero Truckee Meadows Action Plan. The desired outcome of these projects would be to improve transportation safety for all road users, regardless of travel mode. Each of these individual projects is located in a Historically Disadvantaged Community, and incorporates multiple Federal Highway Administration (FHWA) Proven Safety Countermeasures to achieve the goal of a reduction in fatal and serious injury crashes.

- **Geiger Grade Road Realignment**

The roundabout at the intersection of SR 341 Geiger Grade and Veterans Parkway in South Reno near U.S. 395 has seen a significant increase in area traffic since the completion of Veterans Parkway (the Southeast Connector Project) and various residential developments in the last decade. While interim improvements to the roundabout are being made in the near term, long term alternatives need to be evaluated to improve operations and relieve congestion at the existing intersection. The prospect of realigning Geiger Grade to connect directly with U.S. 395, south of the existing intersection was preliminarily studied prior to the completion of the Southeast Connector. Further evaluation of realignment alternatives is now needed in order to address diminishing operations and circulation in the area as noted in both the Mount Rose Corridor Plan and the South Meadows Multimodal Transportation Study.

POLICY PRIORITIES

- **Environmental Streamlining**

Reduce project development costs and duration by reducing the duplication of efforts in the National Environmental Policy Act (NEPA) process. This includes reducing duplication in the Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966 processes and requirements. In addition, limiting the requirements for re-analyzing traffic data for a NEPA document would save time and resources.

- **Fully Fund Highway and Mass Transit Programs**

Fully fund federal transit and highway programs at levels authorized in the Infrastructure Investment and Jobs Act (IIJA). RTC encourages Congress to appropriate IIJA authorized levels for the Federal Highway and Transit Administration's formula and discretionary programs.

- **Improve FTA Resources for Grantees**

The RTC recognizes that federal employees are regularly asked to "do more with less" and supports fully funding and increasing funding for Federal Transit Administration staff or outside resources.

- **Permit the Use of Tapered Match or Delayed Local Match**

This approach will allow projects to be paid for with the federal funding share first, with state and local funding portion applied later in the projects. Delaying the state and local funding portion would assist agencies that are facing constrained local resources and help ensure successful project development and completion.

- **Support Development of Public Lands Management Approach**

The RTC is committed to partnering with diverse stakeholders to develop a well-balanced approach to public land management legislation addressing the needs of all regional partners in Washoe County. This effort is anticipated to allow for federal lands to be recommended for development, creating permanent land conservation and helping to fund additional land preservation and conservation projects statewide.

- **Support Joint Development and Public-Private Partnerships**

The RTC supports the continuation of FTA's joint development program and the encouragement of economic development in transit corridors. RTC also supports the creation of incentives for grantees to include private sector participation in transit infrastructure projects, transit service delivery and related economic development projects. RTC supports the use of innovative financing tools, included but not limited to asset-recycling, Build America Bonds, private activity bonds, state infrastructure banks, increased authorization for the Transportation Infrastructure Finance and Innovation Act, and equity investment tax credits.

- **Support Regional Pavement Preservation**

Assist local government in identifying Federal funding opportunities for pavement preservation.

The preservation of existing roads and highways in a state of good repair is an important tool to ensure the effective use of Federal funding while also improving transportation safety, reducing surface transportation-related greenhouse gas emissions, delivering equitable transportation options and access, and accommodating new and emerging technologies by upgrading the region's existing infrastructure. Support of this policy is consistent with the Bipartisan Infrastructure Law and Presidential Executive Orders (Eos), including EO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.

TOP PRIORITIES

While all the issues covered in our Federal Priorities on this webpage are of critical importance to RTC, there are times when we may be asked to further prioritize our needs. In order to be prepared for the situation where a prompt and nimble response is needed, our five top priorities are marked with asterisks on this webpage, and reiterated here as:

- Bus Maintenance Facility Replacement
- Keystone Avenue Bridge Replacement
- Highland Ranch Parkway/Pyramid Highway Intersection
- Sun Valley Boulevard Corridor Improvements
- 6th Street Bicycle Facility and Safety Improvements

RECENT FEDERAL FUNDING ACCOMPLISHMENTS

- **Lemmon Drive Improvements and Resiliency Project**
Federal Funding Source: \$25 Million – Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
The Lemmon Drive Segment 2 Project will reconstruct 3.7 miles of Lemmon Drive between Fleetwood Drive to Ramsey way above the 100-year flood plain of Swan Lake. The Project will also widen Lemmon Drive from Fleetwood Drive to Palace Drive, provide safe connections to the area's Historically Disadvantaged Communities, and improve the multimodal connectivity.
- **Sierra Street Bridge Replacement**
Federal Funding Source: \$12.5 Million – Bridge Formula Program (BFP), \$10.8 Million – Surface Transportation Block Grant (STBG) Program
The Sierra Street Bridge is structurally deficient, along with not performing adequately during flood events and having a high seismic risk. This project will allow us to replace a piece of failing infrastructure with a safer alternative, along with additional multimodal updates to the road.
- **Sparks Boulevard Project**
Federal Funding Source: \$57.8 Million – Surface Transportation Block Grant (STBG) Program
This project is in an area where land use continues to intensify. Improvements made on Sparks Boulevard are planned to respect the environmental, historical, community, and recreational resources. The purpose of the project is to address operations and capacity deficiencies and improve safety and mobility for all modes of transportation including cars, pedestrians, transit, and bicycles. The project will increase safety, add roadway capacity, and improve bicycle and pedestrian facilities by widening the roadway.

- **Hydrogen Fuel Cell Bus and Fueling Facility**
Federal Funding Source: \$8.78 Million – Low or No Emission (Low-No) Vehicle Program
The RTC has taken a leading role to successfully convert the bus fleet to 100 percent alternative fuels. The purchase of six hydrogen fuel cell buses and the expansion of hydrogen fueling infrastructure, as well as an innovative virtual reality program to train bus mechanics to use this cutting-edge technology will allow the RTC to take the next step in this evolution.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 6.1.

To: Regional Transportation Commission

From: Bill Thomas, Executive Director

SUBJECT: Executive Director Report

RECOMMENDED ACTION

Monthly verbal update/messages from RTC Executive Director Bill Thomas - no action taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 6.2.

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: Federal Report Discussion

RECOMMENDED ACTION

Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Meeting Date: 12/15/2023

Agenda Item: 6.3.

To: Regional Transportation Commission

From: Tracy Larkin Thomason, NDOT Director

SUBJECT: NDOT Report

RECOMMENDED ACTION

Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.
