MINUTES
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
MAY 21, 2020

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

THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON MAY 15, 2020

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

RTC Website  Nevada Public Notice
www.rtcsnv.com  https://notice.nv.gov

CALL TO ORDER
Mr. Larry Brown, Chair, called the meeting to order at 9:17 a.m. via Webex conference call. In accordance with the State of Nevada Executive Department’s Declaration of Emergency, Directive 006, the meeting did not have a physical location.

MEMBERS PRESENT (via teleconference):
Larry Brown, Chair, Clark County
Debra March, Vice-Chair, City of Henderson
Stavros Anthony, City of Las Vegas
Isaac Barron, City of North Las Vegas
George Gault, City of Mesquite
Jim Gibson, Clark County
Carolyn Goodman, City of Las Vegas
Kiernan McManus, City of Boulder City
Kristina Swallow, Nevada Department of Transportation (ex-officio)

MEMBERS ABSENT:
None

RTC STAFF (via teleconference):
M.J. Maynard, Chief Executive Officer
David Swallow, Deputy Chief Executive Officer
Francis Julien, Deputy Chief Executive Officer
Greg Gilbert, Outside Legal Counsel
Angela Torres-Castro, Chief Strategy, Policy and Marketing Officer
Marc Traasdahl, Chief Financial Officer
John Peñuelas, Senior Director of Engineering
Craig Raborn, Director of Metropolitan Planning Organization
Aileen Pastor, Government Affairs Supervisor
Marin DuBois, Management Analyst
David Gloria, Management Analyst

INTERESTED PARTIES (email submission):
Robin Kincaid
Stephanie Vrsnik

RTC  Item #5
June 11, 2020
Consent
**Item:** 2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)

**Comments:**
Ms. M.J. Maynard, Chief Executive Officer (CEO) for the Regional Transportation Commission of Southern Nevada (RTC), suggested taking Items 47, 48, and 49, which were the budget-related items, out of order and before hearing Item 46, which was the Boulder Highway Multimodal Transportation Investment Study Report. Otherwise, she reported, the agenda was in order and ready for approval.

**Motion:**
Vice-Chair Debra March made a motion to approve the agenda with the suggested changes in the order of items.

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

Ayes: Stavros Anthony, Isaac Barron, Larry Brown, George Gault, Jim Gibson, Carolyn Goodman, Debra March, Kiernan McManus
Nays: None
Absent: None

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

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. M.J. Maynard, Chief Executive Officer (CEO) for the Regional Transportation Commission of Southern Nevada (RTC), provided a brief report to the RTC Board of Commissioners (Board). She began by recognizing some of the RTC’s essential workers who are committed to providing safe and reliable transportation, particularly during the present circumstances. Staff created a video to thank and honor all of the RTC’s contractors and employees who provide these essential services. A video then played.

Next, Ms. Maynard updated the Board on the RTC’s response to the COVID-19 pandemic. She recounted how all RTC employees have been working remotely from home or at their work sites since March 17, 2020 when the Nevada governor ordered his stay-at-home order. She reported that as staff transitions back to working in the office, the RTC will be implementing additional safety and social distancing protocols.

As for the transit system, Ms. Maynard stated that as of May 18, 2020, residential ridership had decreased by 50 percent since the stay-at-home order was issued. Ridership in the Resort Corridor was down nearly 100 percent since the state-directed closure of resorts and non-essential businesses. Consequently, the RTC began operating residential transit routes on a Sunday schedule, and would continue to do so until further notice. Despite these challenges, Ms. Maynard said the RTC had made numerous efforts to keep the community safe. She noted that prior to the pandemic, the RTC had increased its cleaning procedure to include a hospital-grade disinfectant solution in addition to thorough...
nightly cleanings of the bus floors, windows, interior rails, and the driver’s area. Passengers were being required to enter and exit the buses through the rear doors to enable social distancing. Higher-capacity buses were being used on routes that normally do not require the larger buses for more room, allowing riders to sit farther apart. Signage was installed on bus seats to discourage close proximity seating. She remarked that drivers were provided face masks, face shields, gloves, and hand sanitizer. Furthermore, she explained that the area between drivers and passengers was cordoned off to allow for an additional six to eight feet of space between them.

Ms. Maynard went on to say that with the sharp decline in paratransit trips, the RTC was able to deploy drivers and vehicles to assist Three Square Food Bank in providing more than 2,000 meals to homebound seniors in low income communities. Additionally, the Silver STAR routes had expanded service hours, connecting senior living communities to grocery stores, banks, and other essential services. Two temporary Silver STAR routes were added to assist during the pandemic.

Ms. Maynard then reported that the RTC’s Bike Share program had exploded with popularity over the prior two months. Prior to the pandemic, the highest monthly ridership on the Bike Share was in May 2019. That number was exceeded in just the first five days of May 2020. She announced that the 100,000th ride on the Bike Share was taken on May 17, 2020.

Next, Ms. Maynard said that the RTC’s traffic management team has monitored the vehicular travel on freeways and roadways, adjusting operations accordingly throughout the stay-at-home order. She informed the Board that there had been a dramatic decrease in the number of vehicles on the freeways. The decrease was from 21 to 54 percent less in certain areas, to as much as 66 percent on Interstate-15 at the state line. However, with Phase 1 of the reopening beginning on Saturday, May 9, 2020, there had been an uptick in freeway traffic. The traffic management team would continue to monitor the network and adjust operations as needed.

**Motion:**
No motion was necessary.

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

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

**Comments:**
Following a detailed PowerPoint presentation [attached], Ms. Kristina Swallow, Director for the Nevada Department of Transportation (NDOT), provided a brief update to the Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners (Board). She began with a safety update, saying that the fatalities number continued to track below the 2019 numbers, and there were significant decreases in fatalities in March 2020. However, she said that fatalities in April 2020 exceeded the number of fatalities in April 2019. Pedestrian fatalities are down, but occupant fatalities are up, increasing by 23 percent. She noted that speed has been a major factor in the crashes Nevada is seeing. The Nevada Highway Patrol (NHP) has reported unprecedented speeds. On a more positive note, Ms. Swallow announced that the Federal Highway Administration reported that Nevada met all five of its safety targets for the 2014-2018 period.

Next, Ms. Swallow provided an update on COVID-19, saying that NDOT is working to keep projects on track and continue with social distancing protocols at work sites. Field crews social distance and wear masks. She added that NDOT is working to expedite projects, which will reduce time spent on them and reduce the impact to traffic. She added that with the lighter traffic, NDOT was allowing daytime paving and striping.
Ms. Swallow recalled that there was an earthquake in western Nevada recently that caused pavement damage to US-95. Crews were dispatched and identified significant areas for repair. One section of asphalt was replaced. She stated that an emergency project will take place this summer that would address this damage and three other locations needing repair.

Finally, Ms. Swallow announced that the American Road and Transportation Builders Association identified Nevada as amongst the best in nation for its bridges, tying for first place with Texas. She said that only 1.3 percent of bridges are considered deficient. That classification does not deem a bridge unsafe or dangerous, but identifies it as a priority for repairs. She emphasized that the focus is on keeping everyone safe.

**Motion:**
No motion was necessary.

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

**CONSENT AGENDA (ITEMS 5 THROUGH 45)**
All items marked with asterisks (**) are considered by the Regional Transportation Commission to be routine and may be acted upon in one motion. However, the Regional Transportation Commission may discuss any consent item individually if requested by a Commission member or a citizen when the consent agenda is considered for approval.

**5.** APPROVAL OF MINUTES: Meeting of April 9, 2020 (FOR POSSIBLE ACTION)

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

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

**8.** APPROVE REVISIONS TO THE UNIFORM STANDARD SPECIFICATION SECTIONS 401 “PLANTMIX BITUMINOUS PAVEMENTS – GENERAL,” 404 “HOT PLANTMIX RECYCLED BITUMINOUS PAVEMENT,” AND 703 “BITUMINOUS MATERIALS” (FOR POSSIBLE ACTION)

**9.** APPROVE REVISIONS TO UNIFORM STANDARD DRAWINGS WITH RESPECT TO CURRENT ACCESSIBILITY BEST PRACTICES WITHIN THE RIGHT-OF-WAY (FOR POSSIBLE ACTION)

**10.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECT 144AH-FTI2; FAST NETWORK UPGRADES (FOR POSSIBLE ACTION)

**11.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 223M-FTI2; INTERSECTION IMPROVEMENTS PROGRAM: TRAFFIC IMPROVEMENTS NO. 105 (FOR POSSIBLE ACTION)

**12.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING FOR RIGHT-OF-WAY FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 010N-FTI2; RAINBOW BOULEVARD, ERIE AVENUE TO BLUE DIAMOND ROAD (FOR POSSIBLE ACTION)

**13.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 113E-FTI2; FORT APACHE ROAD, WARM SPRINGS ROAD TO TROPICANA
| **14.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 5 TO INCREASE FUNDING FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 008S-MVF; RUSSELL ROAD, LAS VEGAS BELTWAY TO RAINBOW BOULEVARD (FOR POSSIBLE ACTION) |
| **15.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 024N-MVF; PECOS ROAD, OWENS AVENUE TO ALEXANDER ROAD (FOR POSSIBLE ACTION) |
| **16.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO EXTEND THE PROJECT COMPLETION DATE AND INCREASE FUNDING FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 033R-MVF; JONES BOULEVARD, ERIE AVENUE TO BLUE DIAMOND ROAD (FOR POSSIBLE ACTION) |
| **17.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 009L-FTI2; CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY (FOR POSSIBLE ACTION) |
| **18.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 045E-FTI2; OGDEN AVENUE, MAIN STREET TO CASINO CENTER BOULEVARD (FOR POSSIBLE ACTION) |
| **19.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 170E-FTI2; CENTENNIAL PARKWAY, ALPINE RIDGE WAY TO DURANGO DRIVE (FOR POSSIBLE ACTION) |
| **20.** | APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF NORTH LAS VEGAS PROJECT 135AJ-MVF; ARTERIAL RECONSTRUCTION: DECATUR BOULEVARD, LONE MOUNTAIN ROAD TO ANN ROAD (FOR POSSIBLE ACTION) |
**25.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF NORTH LAS VEGAS PROJECT 223N-MVFT; INTERSECTION IMPROVEMENTS PROGRAM: FISCAL YEAR 2020 CONTRACT NO. 2 CITY OF NORTH LAS VEGAS (FOR POSSIBLE ACTION)

**26.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 171B-FT12; WATER STREET, MAJOR AVENUE TO LAKE MEAD PARKWAY (FOR POSSIBLE ACTION)

**27.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 FOR ENGINEERING AND CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 201A-FT12; ROMA HILLS DRIVE, WEST HORIZON RIDGE PARKWAY TO ASCAYA BOULEVARD (FOR POSSIBLE ACTION)

**28.** APPROVE AUTHORIZATION THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING AND CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR CITY OF BOULDER CITY PROJECT 201A-FT12; MVFT; BICYCLE PATH ASPHALT PAVING: FISCAL YEAR 2020 CITY OF BOULDER CITY (FOR POSSIBLE ACTION)

**29.** APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR CITY OF MESQUITE PROJECT 063AQ-MVFT; OASIS BOULEVARD AND IVY LEE CREST INTERSECTION PROJECT (FOR POSSIBLE ACTION)

**30.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 024P-FT12; PECOS ROAD, OWENS AVENUE TO ALEXANDER ROAD REHABILITATION, TO LAS VEGAS PAVING CORPORATION FOR $7,699,900.00 (FOR POSSIBLE ACTION)

**31.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 147C-FT12; CACTUS AVENUE, VERONA WOOD STREET TO POLARIS AVENUE, TO LAS VEGAS PAVING CORPORATION FOR $8,765,000.00 (FOR POSSIBLE ACTION)

**32.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 008S-MVFT; RUSSELL ROAD, LAS VEGAS BELTWAY TO RAINBOW BOULEVARD, TO TARGET CONSTRUCTION FOR $14,823,563.00 (FOR POSSIBLE ACTION)

**33.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 135AB1-MVFT; ARTERIAL RECONSTRUCTION 2019 CLARK COUNTY MAINTENANCE, TO CG&B ENTERPRISES FOR $7,928,610.00 (FOR POSSIBLE ACTION)

**34.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 225A-FT12; BRADLEY ROAD, WHISPERING SANDS DRIVE TO GRAND TETON DRIVE, TO TAND INCORPORATED FOR $816,632.00 (FOR POSSIBLE ACTION)

**35.** RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR City of LAS VEGAS PROJECT 194A-MVFT; SYMPHONY PARK INFRASTRUCTURE: PHASE 2, TO LAS VEGAS PAVING...
**36.** RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE RTC’S WEBSITE (FOR POSSIBLE ACTION)

**37.** APPROVE AMENDMENT NO. 2 TO CONTRACT NO. 12-081-A, OPERATION AND MAINTENANCE OF FIXED ROUTE SERVICES - LOT A, BETWEEN THE RTC AND MV CONTRACT TRANSPORTATION, INC TO ADD THE ABILITY TO PROVIDE A TEMPORARY PREMIUM PAY INCREASE DURING STATES OF EMERGENCY AND OTHER SPECIAL CONDITIONS, FOR WHICH THE RTC WILL USE CORONAVIRUS AID, RELIEF AND ECONOMIC SECURITY ACT (CARES ACT) FUNDS, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

**38.** APPROVE AMENDMENT NO. 4 TO CONTRACT NO. 12-081-B, OPERATION AND MAINTENANCE OF FIXED ROUTE SERVICES - LOT B, BETWEEN THE RTC AND KEOLIS TRANSIT SERVICES, LLC TO ADD THE ABILITY TO PROVIDE A TEMPORARY PREMIUM PAY INCREASE DURING STATES OF EMERGENCY AND OTHER SPECIAL CONDITIONS, FOR WHICH THE RTC WILL USE CORONAVIRUS AID, RELIEF AND ECONOMIC SECURITY ACT (CARES ACT) FUNDS, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

**39.** APPROVE AMENDMENT NO. 04 TO CONTRACT 17-050DS, DESIGN SERVICES FOR THE INTEGRATED BUS MAINTENANCE FACILITY (IBMF) BUS WASH UPGRADES PROJECT, TO HDR ENGINEERING, INC. TO ADD ADDITIONAL WORK TO THE SCOPE OF SERVICES, INCREASE FUNDING BY $3,822.90, EXTEND THE TERM OF THE CONTRACT TO SEPTEMBER 30, 2020, AND AUTHORIZE THE CHAIRMAN TO SIGN THE AMENDMENT OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)

**40.** APPROVE CONTRACT NO. 17-066-1, SPECIALIZED MEDICAID MOBILITY SERVICES, WITH SUNRISE ADULT DAY CARE, LLC FOR THE PERIOD FROM JULY 1, 2020 THROUGH JUNE 30, 2021 IN THE NOT-TO-EXCEED AMOUNT OF $475,200.00, WITH ONE ONE-YEAR OPTION, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

**41.** APPROVE AMENDMENT NO. 03 TO CONTRACT 18-086, WAYCARE ARTIFICIAL INTELLIGENCE SYSTEM FOR TRAFFIC SAFETY AND TRAFFIC FLOW OPTIMIZATION, WITH WAYCARE TECHNOLOGIES, INC. IN THE NOT-TO-EXCEED AMOUNT OF $989,450.00 FOR THE PERIOD OF JUNE 1, 2020 THROUGH MAY 31, 2021, PURSUANT TO NEVADA REVISED STATUTE 332.115.1(H), AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)

**42.** APPROVE CONTRACT NO. 20-026, FOR INFORMATION TECHNOLOGY PROGRAM MANAGEMENT CONSULTING SERVICES, WITH DYNTEK SERVICES, INC. FOR A NOT-TO-EXCEED AMOUNT OF $300,000.00 FOR THE BASE PERIOD OF JULY 1, 2020 TO JUNE 30, 2022, WITH THREE ONE-YEAR OPTIONS, AND AUTHORIZE THE CHAIRMAN TO SIGN THE AGREEMENT OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)

**43.** APPROVE AGREEMENT 20-046, ADAPTIVE TRAFFIC SYSTEMS EQUIPMENT AND PROFESSIONAL SERVICES, TO RHYTHM ENGINEERING, LLC IN THE AMOUNT NOT-TO-EXCEED $499,406.00 FROM MAY 25, 2020 THROUGH FEBRUARY 28, 2021 AND AUTHORIZE THE CHAIRMAN TO SIGN THE CONTRACT; OR TAKE OTHER ACTION AS DEEMED APPROPRIATE (FOR POSSIBLE ACTION)
**44.** APPROVE UNITED STATES DEPARTMENT OF TRANSPORTATION GRANT AGREEMENT UNDER THE CONSOLIDATED APPROPRIATIONS ACT, 2018 (PUB. L. 115-141, MARCH 23, 2018) FOR THE NATIONAL INFRASTRUCTURE INVESTMENTS DISCRETIONARY GRANT PROGRAM (FISCAL YEAR 2018 BUILD TRANSPORTATION DISCRETIONARY GRANTS), AUTHORIZE THE DEPARTMENT OF FINANCE TO OBLIGATE THE FUNDS, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

**45.** APPROVE THE MEMORANDUM OF UNDERSTANDING BETWEEN THE RTC, FIRSTMED HEALTH AND WELLNESS CENTERS, AND THE UNIVERSITY OF NEVADA, LAS VEGAS FOR THE TRIUMPH LV PROJECT, AS SELECTED FOR THE PUBLIC TRANSPORTATION INNOVATION PROGRAM DISCRETIONARY GRANT FUNDING, AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

**Comments:**
No comments were made.

**Motion:**
Commissioner Jim Gibson made a motion to approve the agenda.

**Vote/Summary:**
7 Ayes. 0 Nays. The motion carried.
Ayes: Stavros Anthony, Isaac Barron, Larry Brown, Jim Gibson, Carolyn Goodman, Debra March, Kiernan McManus
Nays: None
Absent: George Gault

**Item:**
47. RECEIVE A PRESENTATION ON THE TENTATIVE BUDGET FOR FISCAL YEAR 2021 (FOR POSSIBLE ACTION)

**Comments:**
Following a detailed PowerPoint presentation [attached], Mr. Marc Traasdahl, Chief Financial Officer for the Regional Transportation Commission of Southern Nevada (RTC), presented the RTC’s tentative budget for Fiscal Year (FY) 2021 to the RTC Board of Commissioners (Board). Mr. Traasdahl began by discussing the RTC’s funding sources, noting that there is a total of $748.6 million. He pointed out that there are several one-time items included in the budget, which included bond refunding at $125.7 million, non-recurring grants for transit at $76 million, and the use of cash balances in transit and streets and highways at $118 million. He explained that the total sources would be $431 million if these one-time sources were not included. In comparison, he said that the FY 2020 budget was $593.8 million. The FY 2021 budget is 27 percent lower than the FY 2020 budget.

Next, Mr. Traasdahl discussed Sales Tax Revenue, highlighting an anticipated nine percent decrease in FY 2020 and a 19 percent decrease for FY 2021. Staff anticipates a recovery after the pandemic, similar to that of the most recent recession, which took about five years.

For the transit operating revenue, Mr. Traasdahl said that staff is budgeting $244.5 million. This includes several one-time use funds such as $52 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act and $22 million in 5307 grant funding. He noted that the 5307 grant funding is usually used for capital in transit, but some of it will be redirected for operations due to the decrease in other revenue, sales tax, and fare revenue. The CARES Act and grant funding is helpful in addressing budget issues. He said the RTC anticipates receiving $112 million in total of CARES Act funding, and plans to use $60 million in FY 2020 and the other $52 million in FY 2021.
For the Streets and Highways and Department of Air Quality revenue, Mr. Traasdahl reported that the Sales Tax was being budgeted at $40.7 million in FY 2021. It had originally been budgeted at $60.3 million before the pandemic. The RTC anticipates a 15 percent, or $11.3 million, decline in Motor Vehicle Fuel Tax (MVFT) revenue for FY 2020, and a 33 percent, or $20.3 million, decrease in FY 2021. Fuel Revenue Indexing (FRI) 1 is budgeted at a 33 percent decrease, or $13.9 million, in FY 2020. For FY 2021, it is budgeted at 25.5 million. FRI 2 will see a 2.1 percent increase July 1, 2020, but the anticipated revenue will be offset by the pandemic and cause it to be flat.

When speaking to the General Market and Strip Corridor fare revenue, Mr. Traasdahl referred to the earlier report of the steep drop in ridership. He explained that there is a corresponding decline in fare revenue. He said staff is budgeting a decrease in FY 2020 and 2021. Staff is projecting a 16 percent decrease for FY 2021 in the General Market. The Strip Corridor is projected to have a 37 percent decrease in FY 2020 and a decrease of 40 percent in FY 2021.

Next, Mr. Traasdahl detailed the proposed budget expenditures. He noted that capital outlay is budgeted at about $256 million, contracted services at about $218 million, bond payment at almost $141 million, debt service at $90.2 million, and salaries and benefits at $43.2 million. This totals to $748.6 million.

Capital outlay, Mr. Traasdahl continued, includes transit at 36 percent, or 91.6 million and $164 million for streets and highways. He noted that the streets and highways projects have not been reduced because there is a healthy cash balance in those funds to be able to support the projects scheduled for FY 2021. The transit capital is budgeted at $91.6 million, but was originally budgeted at $132 million. It was reduced by $40 million. Grant funding was reduced from $103.6 million down to $73 million.

The next topic included transit operating expenditures, Mr. Traasdahl remarked. He said that contracted services make up a majority of the budget at 86.1 percent, with salaries and benefits at 8 percent, and transfers out at 5.9 percent. This comes to a total budget of $228.50 million. He noted that the prior budget was for $262 million. He further explained that the transit funds include mostly the contracts for fixed route, but the RTC is projecting a lower expense due to lower ridership. The RTC is unable to reduce it more because of social distancing. Service is currently operating on a Sunday schedule, or at 85 percent. In contrast, paratransit contract costs are expected to increase. Staff anticipates an increase in rides soon as customers catch up on missed medical and other appointments during the pandemic. He reminded the Board that each ride costs approximately $33.00.

Mr. Traasdahl then described the structural imbalances for 2021, saying that this occurs when expected revenues are less than recurring expenditures needed to maintain current service levels. He explained that one-time resources can be used in the short term to reduce the amount of the imbalance, but if that is done on a continual basis, those resources will be exhausted and then a more significant amount of reductions will need to be made. For the streets and highways program, he stated that the anticipated revenues pre-pandemic were at $405 million, but with an estimated decline of $60.4 million, it leaves the estimated revenue at $344.6 million. With expenditures at $405 million, there is an imbalance of $60.4 million. To resolve the structural imbalance, the RTC will use approximately $57.6 million in funds from the streets and highways cash balance. For the transit and administration funds, there is about a $152 million structural imbalance. There are several ways to resolve that imbalance. First, as mentioned previously, approximately $52 million of CARES Act and $22 million of 5307 formula grant will be used as one-time resources. Additionally, there is a reduction in capital outlay, by $40.7 million, and contracted services, by $30.2 million. The RTC will use $1.3 million of cash reserves to help solve the deficit. The remaining $5.8 million is resolved through a hiring freeze, layoffs, furloughs,
and management pay cuts. An approximate $2.2 million deficit remains and will be realized through additional cost containment. This concluded Mr. Traasdahl’s presentation.

Mayor Carolyn Goodman asked Mr. Traasdahl how comfortable he was with the FRI 2 estimates considering how low fuel use is currently. Mr. Traasdahl said staff anticipated a hit on fueling activity, citing layoffs and other workforce reductions, telecommuting, and a reduction in visitors from surrounding states. He said that Hobbs, Ong and Associates and Applied Analysis helped with these estimates. Mayor Goodman was worried that the actual revenues will be lower.

Next, Mayor Goodman asked what made up the capital outlay reduction. Mr. Traasdahl replied that this included not purchasing 10 60-foot buses for $9.6 million. The RTC was considering a pilot program with battery electric buses, but will not pursue it, thus removing $2.4 million from the budget. Additionally the RTC will not continue with its proposed bollard pilot program and additional shelters at about $4.9 million. Other delayed projects in the budget include a fare collection system for $5 million, compressed natural gas (CNG) fueling equipment at $3 million, transit radios and cameras for $4.3 million, a fixed route scheduling software for $3.3 million, and a bus wash system at the Sunset Maintenance Facility for $1.5 million. Mayor Goodman was impressed with the reductions.

Mayor Goodman wondered if there would be continual review of contracts and opportunities for negotiating other contracts over time. Mr. Traasdahl said staff will continue to review contracts to determine if there are other places for reductions. Finally, Mayor Goodman asked what the process will be for staff reporting updates to the Board as to how the RTC is doing, if there are any red flags, or green flags. Mr. Traasdahl said staff will report back at any interval the Board requests. Chair Larry Brown directed staff to come back at least quarterly, and said he would discuss it with senior RTC staff.

**Motion:**
No motion was necessary.

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

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### Item:
48. **CONDUCT A PUBLIC HEARING ON THE TENTATIVE BUDGET FOR FISCAL YEAR 2021 (FOR POSSIBLE ACTION)**

### Comments:
Chair Larry Brown opened the public hearing.

On March 22, 2020, the State of Nevada Executive Department issued Declaration of Emergency Directive 006, which suspended the requirement to have a physical location for public meetings. Pursuant to Directive 006 and for the health and safety of the community, this meeting was held telephonically. To allow for public participation, the RTC accepted public comments via email at publiccomments@rtcsnv.com. Comments could be submitted to be read aloud or to be added directly to the written record. Ms. Aileen Pastor, Government Affairs Supervisor for the Regional Transportation Commission of Southern Nevada reported that no public comments had been received. Chair Brown then closed the public hearing.

**Motion:**
No motion was necessary.

**Vote/Summary:**
No vote was taken.
Item:
49. ADOPT THE FINAL BUDGET FOR FISCAL YEAR 2021 AND DIRECT THE DEPARTMENT OF FINANCE TO TRANSMIT THE FINAL BUDGET AS ADOPTED TO THE NEVADA DEPARTMENT OF TAXATION (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Mayor Debra March made a motion to adopt the final budget for Fiscal Year 2021 and direct the Department of Finance to transmit the final budget as adopted to the Nevada Department of Taxation.

Vote/Summary:
7 Ayes. 0 Nays. The motion carried.
Ayes: Stavros Anthony, Isaac Barron, Larry Brown, Jim Gibson, Carolyn Goodman, Debra March, Kiernan McManus
Nays: None
Absent: George Gault

Item:
46. ACCEPT A FINAL REPORT ON THE BOULDER HIGHWAY MULTIMODAL TRANSPORTATION INVESTMENT STUDY (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Mr. Craig Raborn, Director of the Metropolitan Planning Organization for the Regional Transportation Commission of Southern Nevada (RTC), provided the RTC Board of Commissioners (Board) an overview of the final report on the Boulder Highway Multimodal Transportation Investment Study (Study). He began by acknowledging the funding partnership with the Nevada Department of Transportation (NDOT). He reminded the Board that the purpose was to develop a plan for Boulder Highway that would provide safe travel for pedestrians and bicycles, facilitate vehicle safety, support economic redevelopment, support transit culture, and provide reliable movement of people on the corridor.

Mr. Raborn explained that in order to take into consideration the unique attribute of the 15-mile corridor between Charleston Boulevard and Wagonwheel Drive, it was divided into six segments. RTC staff met with the various stakeholder along the corridor over two years to examine issues, priorities, and solutions for the corridor. The first round of engagement included a survey asking for issues and priorities from stakeholders and the community along the corridor. The RTC received 1,700 individual responses with suggestions. A second survey was distributed where the community could review the draft concept plan. This garnered more than 1,900 responses. Approximately 80 percent of them approved of the concept. The final concept, which included phasing and costs, was provided. This did not include a survey, but staff requested open comments on the plan. More than 500 general comments came in, and there was an 87 percent approval of the concept and phasing.

The result, Mr. Raborn said, was a roadway cross-section that includes a few elements. The center of the roadway, or the through realm, includes a center-running transit lane and two vehicle lanes in each direction. He explained that there are two options for the pedestrian realm, depending on the segment of the corridor, and this includes one or two bicycle lanes, widened sidewalks, improved lighting, and the choice of linear a park or a business access road.

Continuing, Mr. Raborn reported that in order to implement the plan, staff broke up the construction into multiple phases. These will depend on the jurisdictions. Early action items include those items that can be installed relatively quickly and at a low cost, while creating a large safety and mobility benefit
for the corridor. Phase 1, or the Complete Streets phase, is where the sidewalks are widened, pedestrian areas will be determined by jurisdictions, and improved lighting is added. The final phase of the concept add permanent elements, such as bicycle lanes and center-running transit. This will bring the vision to completion. Mr. Raborn stated that the full implementation will cost approximately $145 million for the 15-mile corridor.

Finally, Mr. Raborn remarked that the report was finalized in April 2020 and is now coming before the Board. The report will then be provided to the Cities of Henderson and Las Vegas and Clark County. From there, each jurisdiction will implement as deemed appropriate. He noted that the City of Henderson is already moving forward with the design on segments within its jurisdiction.

Vice-Chair Debra March thanked Mr. Raborn and said that the City of Henderson is committed to this new design. She said the City of Henderson recognizes the dangers on Boulder Highway and is committed to making it a safe corridor for those who are on it.

**Motion:**
Mayor Debra March made a motion to accept the final report on the Boulder Highway Multimodal Transportation Investment Study and send the report to the local agencies.

**Vote/Summary:**
7 Ayes. 0 Nays. The motion carried.
Ayes: Stavros Anthony, Isaac Barron, Larry Brown, Jim Gibson, Carolyn Goodman, Debra March, Kiernan McManus
Nays: None
Absent: George Gault

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**Item:**
50. RECEIVE INFORMATION FROM LEGAL COUNSEL REGARDING POTENTIAL AND EXISTING LITIGATION INVOLVING A MATTER OVER WHICH THE RTC HAS SUPERVISION, CONTROL, JURISDICTION, OR ADVISORY POWER AND TO DELIBERATE TOWARD A DECISION ON THE MATTER (Note: This item may be closed to the public pursuant to Nevada Revised Statute 241.015(3)(b)(2) in order to discuss legal matters.)
(FOR POSSIBLE ACTION)

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

**Motion:**
No motion was necessary.

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

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**Item:**
51. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

**Comments:**
In accordance with the State of Nevada Executive Department’s Declaration of Emergency, Directive 006, the meeting did not have a physical location. As the Regional Transportation Commission of Southern Nevada (RTC) encourages citizen participation at its public meetings, it accepted public comment via email. Comments received up until this comment period were read aloud on to the record by Ms. Aileen Pastor, Government Affairs Supervisor for the RTC. Below are the comments received and read.
Ms. Stephanie Vrsnik submitted the following comments:
Good Morning Commissioners. My name is Stephanie Vrsnik and I am speaking before you for the twenty seventh time. I have been asking this Commission to expand the service area in this community for 2 years and 3 months! As we continue to go through this pandemic, we are beginning to see what our new normal could look like. I know that this is an incredibly challenging time for our community. The safety of everyone’s lives is a number one priority. We have so many heroes on the front lines who continue to go to work every day, my deepest appreciation to all the Paratransit drivers who continue to provide transportation to people with disabilities. Transportation is an important part of people lives, especially when sometimes public transportation is the only option they have. My son continues to be on the front lines also, he is considered essential and continues to work at the commissary five days a week eight hours a day making sure our Military families have groceries for their families. He continues to go to work wearing a mask, what a different world we live in today. I am picking him up at the library and driving the 7 minutes to bring him home. We are practicing all the guidelines of the CDC to stay safe, and I know the Commissary has extra measures in place to keep their employees safe. My son is a Federal employee and has been employed at the Commissary for 18 years. I am asking this commission to develop a reasonable Premium Service Plan option for people who live outside of the service area. I would like to have the option to pay a reasonable premium price to receive transportation for my son. I would like to have my son brought directly home from the commissary. Ultimately my goal for the last 2 years and 3 months is to have this commission approve expanding the service area to meet the needs of this community. I would like to believe that in the extremely near future that will happen. Stay safe everyone. Thank you!

Ms. Robin Kincaid submitted the following comments:
Good Morning Commissioners. I hope today finds you and your family feeling well and staying safe. My name is Robin Kincaid and I have shared with the board in the past how the current service area configuration restricts access for persons with disabilities including my daughter, Kayla. I have been speaking to the commission for the past two years and I still cannot obtain the process used to either determine the fixed route or open the inlet areas used by RTC so that there is access to post offices, churches, appointments, schools and other essential services. Asking the RTC administration staff for this process has been frustrating experience with no response. I urge the commission to consider the following: Explore a premium rate for paratransit services beyond the federally required minimum service area. Conduct a cost-benefit analysis to assess charging a premium rate for demand-response transit service that beyond the current paratransit area. Certainly, we all recognize that we are living in unprecedented times and look forward to Las Vegas businesses beginning to open again and getting people back to work. We appreciate the commission continuing to consider this request and look forward to seeing this issue on a future agenda. Thank you.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

ADJOURNMENT
The meeting adjourned at 10:18 a.m.
Respectfully submitted,

Marin DuBois, Recording Secretary
Item #1

CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

E-MAIL:
PublicComments@rtcsnv.com
Item #2

APPROVE THE AGENDA

Item #3

RECEIVE THE CHIEF EXECUTIVE OFFICER’S REPORT
THANK YOU TO ESSENTIAL WORKERS
COVID-19
FIXED ROUTE IMPACT
COVID-19 TRANSIT SAFETY

Rear Boarding and Exiting

COVID-19 SPECIALIZED SERVICES

2,111 meals delivered
Item #4

RECEIVE THE NEVADA DEPARTMENT OF TRANSPORTATION DIRECTOR’S REPORT
RTC Southern Nevada Board of Commissioners
NDOT Director’s Report

Kristina Swallow, P.E., Director
May 21, 2020

SAFETY

Fatalities by County

87

Fatalities occurred on Nevada’s roadways so far in 2020, down from 88 at this time last year.

6%
23%
COVID-19

Western Nevada Earthquake
BEST BRIDGES

Kristina Swallow, P.E., NDOT Director
kswallow@dot.nv.gov | (775) 888-7440
Consent Agenda

Approve Item #5 through #45

Item #47

Receive a presentation on the tentative budget for fiscal year 2021 (for possible action)
# Regional Transportation Commission

## Budget Fiscal Year 2021

May 21, 2020

### FY 2021 Funding Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$162.8</td>
</tr>
<tr>
<td>Bond Refunding Proceeds</td>
<td>125.7</td>
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<tr>
<td>Grants</td>
<td>176.5</td>
</tr>
<tr>
<td>FRI - 1</td>
<td>52.6</td>
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<tr>
<td>Motor Vehicle Fuel Tax</td>
<td>42.8</td>
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<tr>
<td>FRI - 2</td>
<td>15.8</td>
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<tr>
<td>Fares</td>
<td>39.9</td>
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<tr>
<td>Jet-Aviation Fuel Tax</td>
<td>3.0</td>
</tr>
<tr>
<td>S&amp;H &amp; Debt Funding</td>
<td>115.6</td>
</tr>
<tr>
<td>Other</td>
<td>11.5</td>
</tr>
<tr>
<td>Transit Funding</td>
<td>2.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$748.6</strong></td>
</tr>
</tbody>
</table>

### Pie Chart Summary

- Sales Tax: 22%
- Bond Refunding Proceeds: 17%
- Grants: 17%
- FRI - 1: 7%
- Motor Vehicle Fuel Tax: 6%
- FRI - 2: 2%
- Fares: 5%
- Jet-Aviation Fuel Tax: 2%
- S&H & Debt Funding: 15%
- Other: 2%
Sales and Use Tax Revenue
FY2007 – FY2021

$ MILLIONS

FY 2021 Transit Operating Revenue

MILLIONS

- Sales Tax $122.1
- CARES Act 52.0
- 5307 Grant 22.0
- Fares 39.9
- Medicaid 5.5
- Advertising 1.6
- Other 1.4
- Total $244.5
FY 2021 Sales and Use Tax Distributions to STREETS & HIGHLWAYS & DOAQ

- Streets and Highways: 84%
- DOAQ: 16%

<table>
<thead>
<tr>
<th></th>
<th>S&amp;H</th>
<th>DOAQ</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$33.9</td>
<td>6.8</td>
<td>$40.7</td>
</tr>
</tbody>
</table>

Motor Vehicle Fuel Tax

- Projected: $63.5
- Budgeted: $42.8

Yearly figures from '12 to '21, with projected figures for '20 and '21.
General Market and Strip Corridor Fare Revenue

$ MILLIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>General Market Fares</th>
<th>Strip Corridor Fares</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>21.9</td>
<td>43.5</td>
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<tr>
<td>13</td>
<td>22.5</td>
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<td>15</td>
<td>23.9</td>
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<td>16.9</td>
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<td>20</td>
<td>48.4</td>
<td>37.8</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>6.4</td>
</tr>
</tbody>
</table>

Covid-19 Projections

EXPENDITURES
FY 2021 Total Funding Uses

MILLIONS

- Capital Outlay: $256.3
- Contracted Services: 218.3
- Bond Payoff: 140.6
- Debt Service: 90.2
- Salaries & Benefits: 43.2

Total: $748.6

FY 2021 Capital Outlay

MILLIONS

- Transit: $91.6
- FRI-2: 100.0
- MVFT: 40.0
- Sales Tax: 24.0
- Admin: 0.7

Total: $256.3
Highlights of FY 2021 Transit Capital Budget

TOTAL BUDGET
$91.6 Million

GRANT FUNDING
$73.2 Million

FY2021 Budgeted Transit Operating Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Total</td>
<td>$228.5</td>
</tr>
<tr>
<td>Contracted Services</td>
<td>$197.6</td>
</tr>
<tr>
<td>Salaries &amp; Benefits</td>
<td>19.0</td>
</tr>
<tr>
<td>Transfers Out</td>
<td>11.9</td>
</tr>
</tbody>
</table>

Totals:

- Total: $228.5
- Contracted Services: $197.6
- Salaries & Benefits: 19.0
- Transfers Out: 11.9

5.9% Transfers Out,
8.0% Salaries & Benefits,
86.1% Contracted Services.

TOTAL $228.5
FY2021 Structural Imbalance
Streets and Highways

<table>
<thead>
<tr>
<th></th>
<th>In Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21 Estimated Revenues (Pre COVID-19)</td>
<td>$405.0</td>
</tr>
<tr>
<td>Revenue Decline: COVID-19 Impact</td>
<td>60.4</td>
</tr>
<tr>
<td>FY21 Estimated Revenues (Post COVID-19)</td>
<td>344.6</td>
</tr>
<tr>
<td>Less: Expenditures (Pre COVID-19)</td>
<td>405.0</td>
</tr>
<tr>
<td>Structural Imbalance</td>
<td>($60.4)</td>
</tr>
</tbody>
</table>

Structural Imbalance

A structural imbalance occurs when expected revenues are less than recurring expenditures needed to maintain current service levels.

One-time resources, such as fund balance, can be used in the short-term to reduce the amount of the structural imbalance.

A sustained structural imbalance will eventually exhaust any one-time resources, requiring a significant reduction in service delivery to the community.
### FY2021 Budget Adjustment

<table>
<thead>
<tr>
<th>Description</th>
<th>In Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21 Structural Imbalance</td>
<td>($60.4)</td>
</tr>
<tr>
<td>Expenditure Reductions:</td>
<td></td>
</tr>
<tr>
<td>Contracted Services</td>
<td>2.8</td>
</tr>
<tr>
<td>Fund Balance Reductions:</td>
<td></td>
</tr>
<tr>
<td>S&amp;H Funding</td>
<td>57.6</td>
</tr>
<tr>
<td><strong>Balanced Budget</strong></td>
<td><strong>($0.0)</strong></td>
</tr>
</tbody>
</table>

### FY2021 Structural Imbalance
Administration and Transit

<table>
<thead>
<tr>
<th>Description</th>
<th>In Millions</th>
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</thead>
<tbody>
<tr>
<td>FY21 Estimated Revenues (Pre COVID-19)</td>
<td>$422.0</td>
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<tr>
<td>Revenue Decline: COVID-19 Impact</td>
<td>152.0</td>
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<tr>
<td>FY21 Estimated Revenues (Post COVID-19)</td>
<td>270.0</td>
</tr>
<tr>
<td>Less: Expenditures (Pre COVID-19)</td>
<td>422.0</td>
</tr>
<tr>
<td><strong>Structural Imbalance</strong></td>
<td><strong>($152.0)</strong></td>
</tr>
</tbody>
</table>
### FY2021 Budget Adjustment

<table>
<thead>
<tr>
<th>Description</th>
<th>In Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21 Structural Imbalance</td>
<td>($152.0)</td>
</tr>
<tr>
<td><strong>Additional Resources:</strong></td>
<td></td>
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<tr>
<td>CARES Act (non-recurring)</td>
<td>52.0</td>
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<tr>
<td>5307 Grant (short-term)</td>
<td>22.0</td>
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<tr>
<td><strong>Expenditure Reductions:</strong></td>
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<tr>
<td>Capital Outlay</td>
<td>40.7</td>
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<tr>
<td>Contracted Services</td>
<td>30.2</td>
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<tr>
<td><strong>Fund Balance Reductions:</strong></td>
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<tr>
<td>Transit Funding</td>
<td>1.3</td>
</tr>
<tr>
<td><strong>Remaining Structural Imbalance</strong></td>
<td>($5.8)</td>
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</tbody>
</table>

### FY2021 Budget Adjustment

**Cost Containment Measures**

<table>
<thead>
<tr>
<th>Description</th>
<th>In Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining Structural Imbalance</td>
<td>($5.8)</td>
</tr>
<tr>
<td><strong>Cost Containment Measures:</strong></td>
<td></td>
</tr>
<tr>
<td>Hiring freeze, Layoff, Management pay cuts</td>
<td>3.6</td>
</tr>
<tr>
<td>Additional Cost Containment Measures</td>
<td>2.2</td>
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<tr>
<td><strong>Balanced Budget</strong></td>
<td>($0.0)</td>
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</table>
Item #48

CONDUCT A PUBLIC HEARING ON THE TENTATIVE BUDGET FOR FISCAL YEAR 2021 (FOR POSSIBLE ACTION)
Item #49

ADOPT THE FINAL BUDGET FOR FISCAL YEAR 2021 AND DIRECT THE DEPARTMENT OF FINANCE TO TRANSMIT THE FINAL BUDGET AS ADOPTED TO THE NEVADA DEPARTMENT OF TAXATION (FOR POSSIBLE ACTION)

Item #46

ACCEPT A FINAL REPORT ON THE BOULDER HIGHWAY MULTIMODAL TRANSPORTATION INVESTMENT STUDY (FOR POSSIBLE ACTION)
GOALS

- Provide safe non-motorized travel
- Improve vehicle safety
- Support economic re-development
- Support transit culture
- Reliable movement of people on the corridor
SEGMENT 1
Wagonwheel Dr to Palo Verde Dr
City of Henderson
2.57 miles

SEGMENT 2
Palo Verde Dr to Water St
City of Henderson
2.00 miles

SEGMENT 3
Water St to Tulip Falls
City of Henderson
2.95 miles

SEGMENT 4
Tulip Falls to Tropicana Ave
Clark County
2.20 miles

SEGMENT 5
Tropicana Ave to I-515
Clark County
3.25 miles

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

COMMUNITY FEEDBACK

Issues & Priorities
1,700 surveys

Draft Concept
1,922 surveys
80% approval

Final Concept & Phasing
504 open comments
87% approval
PROPOSED CONCEPT

PEDESTRIAN REALM
with linear park option

THROUGH REALM
with center-running transit

PEDESTRIAN REALM
with frontage road option

Temporary Access Lanes
Temporary Installations
Improved Lighting
Multi-modal Lane Widening
Sidewalks
Mid-block Crossings
Linear Park
Permanent Access Lane
Additional Lighting
Center-Running Transit
Bicycle Lanes
FINAL CONCEPT

PROJECT COST

$145 Million
for
15 miles
of reconstruction
STEPS TO COMPLETION

- Report Finalized April 2020
- RTC Board May 2020
- Jurisdiction Receives Report
- Jurisdiction Implements Report
Item #50

Receive information from legal counsel regarding potential and existing litigation involving a matter over which the RTC has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter.

Item #51

Conduct a comment period for citizens participation.
May 21, 2020

Good Morning Commissioners,

My name is Stephanie Vrsnik and I am speaking before you for the twenty seventh time. I have been asking this Commission to expand the service area in this community for 2 years and 3 months!

As we continue to go through this pandemic, we are beginning to see what our new normal could look like. I know that this is an incredibly challenging time for our community. The safety of everyone’s lives is a number one priority.

We have so many heroes on the front lines who continue to go to work every day, my deepest appreciation to all the Paratransit drivers who continue to provide transportation to people with disabilities. Transportation is an important part of people lives, especially when sometimes public transportation is the only option they have.

My son continues to be on the front lines also, he is considered essential and continues to work at the commissary five days a week eight hours a day making sure our Military families have groceries for their families. He continues to go to work wearing a mask, what a different world we live in today. I am picking him up at the library and driving the 7 minutes to bring him home. We are practicing all the guidelines of the CDC to stay safe, and I know the Commissary has extra measures in place to keep their employees safe. My son is a Federal employee and has been employed at the Commissary for 18 years.

I am asking this commission to develop a reasonable Premium Service Plan option for people who live outside of the service area. I would like to have the option to pay a reasonable premium price to receive transportation for my son. I would like to have my son brought directly home from the commissary.

Ultimately my goal for the last 2 years and 3 months is to have this commission approve expanding the service area to meet the needs of this community. I would like to believe that in the extremely near future that will happen.

Stay safe everyone.

Thank you!
Stephanie Vrsnik
May 21, 2020

Good Morning Commissioners,

I hope today finds you and your family feeling well and staying safe.

My name is Robin Kincaid and I have shared with the board in the past how the current service area configuration restricts access for persons with disabilities including my daughter, Kayla. I have been speaking to the commission for the past two years and I still cannot obtain the process used to either determine the fixed route or open the inlet areas used by RTC so that there is access to post offices, churches, appointments, schools and other essential services. Asking the RTC administration staff for this process has been frustrating experience with no response.

I urge the commission to consider the following:

• Explore a premium rate for paratransit services beyond the federally required minimum service area.
• Conduct a cost-benefit analysis to assess charging a premium rate for demand-response transit service that beyond the current paratransit area.

Certainly, we all recognize that we are living in unprecedented times and look forward to Las Vegas businesses beginning to open again and getting people back to work. We appreciate the commission continuing to consider this request and look forward to seeing this issue on a future agenda.

Thank you,

Robin Kincaid