



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEMO

DATE: August 6, 2018

TO: Debt Management Commission

FROM: Stephanie Haddock, Director of Finance/CFO

RE: Regional Transportation Commission (RTC) Revenues, Debt, Capital Improvement Projects (CIP)

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.

The RTC is primarily funded by two major revenue sources fuel tax and sales tax. The RTC also receives Federal Transportation Administration (FTA) formula grant funds to be used for the maintenance or purchase of public transit capital assets and Federal Highways Administration (FHWA) formula grant funds to be used for metropolitan planning, regional road construction and public transit capital. Unlike other governmental entities, the RTC does not have any general revenue that can be used for discretionary purposes or bonding. The RTC's revenue sources are regulated by either State or Federal laws.

RTC's portion of Washoe County fuel tax is 9 cents per gallon (NRS 373.030) plus annual inflation index based on a ten year rolling average of the producer price index (NRS 373.066). RTC fuel tax revenues designated to be spent on street and highway construction "projects" as defined in NRS 373.028. The RTC leveraged its indexed fuel tax revenue to bond \$430 million for road construction projects, providing local jobs during the great recession.

The RTC receives 1/4th percent of Washoe County sales tax designated only for establishing and maintaining a public transit system and 1/8th percent of Washoe County sales tax designated for establishing and maintaining a public transit system or for the construction, maintenance and repair of public roads. Both portions of RTC's sales tax is regulated by NRS 377A.

The foundation of the RTC's ten year capital improvement program (CIP) is the 30-year Regional Transportation Plan (RTP). The current RTP 2040 plan was approved by RTC's Board in May 2017. The plan had substantial citizen involvement. The RTP serves as the region's long-range transportation plan to accommodate the master-planned development 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.

From the RTP and CIP, the RTC develops the short range five year Regional Transportation Improvement Plan (RTIP) which consists of all the transit and road projects planned for the first five years of the RTP and CIP.

From the RTIP, the RTC's develops its two year street and highway construction Program of Projects (POP) funded by fuel tax revenue, sales tax revenue, and regional road impact fees for the construction of new roads and capacity improvements on roads impacted by new development. These projects are submitted to the RTC Board for approval and subsequently to Washoe County, City of Reno, and City of Sparks for jurisdictional input and approval of an inter-local cooperative agreement, signed the three public entities mentioned is required before monies can be expended on any new road construction projects within the entity's designated jurisdiction.

Copies of all of RTC's regional plans and annual budget that include detail about RTC's capital improvement projects that are underway or planned for the future can be found on our website www.rtcwashoe.com.

Project Development Process

